

MATL SUPPLEMENT. The Hongkong Telegraph.

THURSDAY, DECEMBER 18, 1890.

SIX DOLLARS
PER QUARTER

N^o. 2721.

BIRTH.
At 8, Peddars Hill, on the 12th inst., the wife of E. J. OBDAYA, of a son.

DEATH.
On the 10th December, at sea, on board the steamship *Namoa*, Captain T. G. POCOCK, aged 45 years.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 18, 1890.

THE GOVERNMENT SERVICE AS IT IS—AND HOW IT SHOULD BE.

THE disadvantages to the Public Service of the system of "acting" appointments so prevalent throughout the various departments of the local Government have never been denied, they are too palpable to be disputed; but while the defects of the system have been freely admitted by successive Governors and Administrators nothing has ever been seriously attempted to place matters on a more satisfactory footing. A state of things exists that is not altogether a credit to the administrative powers of the several ardent departmental reformers who have at various times made a feeble pretence of bringing within reasonable limits a practice that is clearly detrimental to the efficient management of public business and has frequently become scandalous in the hands of interested wire-pullers by the introduction of nepotism and other forms of gross favoritism. The need for some arrangement to provide for this difficulty—and that it is a difficulty not easy of solution must be freely admitted—has been daily becoming more apparent, until, as we have seen lately, a somewhat vague and indefinite resolution on the subject was actually brought forward in the Legislative Council by Mr. WHITEHEAD, the unofficial member for the Chamber of Commerce. As this resolution, which scarcely touched the real public grievance, was practically shelved by the Acting Governor promising to forward its terms to the Secretary of State, in whose department it will be most carefully pigeon-holed, any reform likely to be accomplished must be vigorously taken in hand in this colony. After some practical scheme has been devised and worked out, it will then be time enough to solicit the approval of Lord Knutsford, but to submit to his lordship's decision what are simply a few crude suggestions is merely playing with a question of considerable importance, wasting time, and keeping back a necessary reform that brooks no delay.

To find out the absurd extent this "acting" appointment epidemic has reached, we have only to refer to the proceedings in the Legislative Council when the increased Military contribution was voted in spite of the opposition of all the unofficial members by the mechanical force of the Government phalanx, paid servants of the Hongkong rate-payers who were compelled to vote against the wishes, and interests of their employers. In itself a curious anomaly, this arbitrary exercise of official coercion becomes more curious still when it is noted that five out of these six opposing officials, including his Excellency the Officer Administering the Government, hold their seats in Council and voted the other day by virtue of acting appointments. Mr. W. M. DEANE, the Acting Colonial Secretary, is Captain Superintendent of Police; Mr. H. E. WOODHOUSE, Acting Colonial Treasurer, is Police Magistrate, Coroner, and Superintendent of the Fire Brigade; Mr. E. J. ACKROYD, Acting Attorney-General, is Registrar of the Supreme Court; and Mr. N. G. MITCHELL-JONES, Acting Registrar-General, is an assistant in that department. Mr. F. FLEMING, the Acting Governor, would of course under any circumstances have a seat as Colonial Secretary, but it is nevertheless true that Mr. S. BROWN, the Surveyor General, is at present the only official member who is not "acting." If any business-like justification can be offered for such a jumble as the foregoing statements sufficiently indicate, it would interest the tax-paying public to know what it is.

It requires no argument to prove that acting appointments to some extent cannot be avoided in the Hongkong Government Service—the necessity is self-evident, but the system which makes so large a proportion of these appointments necessary is indefensible. The assumption is a safe one, and it ought to be if it is not, that the executive staff of every department of the local Government is thoroughly efficient and complete in itself, and quite competent under any and all circumstances to perform its regular duties without extraneous assistance. Almost every important department in the Service is, at all events so far as the responsible appointments are concerned, doubly manned. In the Colonial Secretary's office there is an Assistant Colonial Secretary and the Registrar-General; the Surveyor General, the Captain Superintendent of Police, the Registrar of the Supreme Court, the Postmaster General, and the Harbour Master have all properly qualified assistants or deputies. It may be pointed out that the Attorney Generalship, prior to the arrival of Mr. GOODMAN, was held by a practising barrister, an arrangement which worked well and prevented a number of changes in other departments; also that the Colonial Treasurership is almost a complete sinecure, which ought to be abolished as a separate office and merged into the Colonial Secretary's duties. It was created into a special

and distinct department to accommodate the views of the late Mr. ALFRED LISTER, a hard-working and ubiquitous officer who exercised a careful and searching semi-official supervision over every department in the Government Service—excepting his own, and neglect in that direction added to his wilfully blind confidence in BARRADAS, cost the tax-payers over \$60,000 when the last named gentleman's enterprising failure to "break the bank" at the Kowloon fan-tan hell led to the disgraceful disclosures in connection with the Money Order Office.

The Hon. Mr. WHITEHEAD's proposed remedy for existing defects is to introduce a rule prohibiting, unless under very exceptional circumstances, the occupants of certain stated offices from holding any appointments, either acting or permanent, outside their own departments; but as the proposal leaves a loop-hole by which its intended effects could be evaded at will, and is so restricted as to barely touch the actual grievance, it is quite insufficient to effect the desired reform. The officers proposed to be placed under the ban of ostracism so far as outside promotion, acting appointments, and their attendant honours and emoluments are concerned, are the Registrar, Deputy Registrars, and Interpreters of the Supreme Court, the Police Magistrates, and their chief clerk, the Land Officer, and the Clerk of Councils and Chief Clerk in the Colonial Secretary's Office. The two offices last named have generally been held by the same person, and with the exception of the Police Magistrates and the Registrar of the Supreme Court, the other appointments have been and could hardly be otherwise than of a permanent character. The Chamber of Commerce delegate would appear to have exercised the utmost care in trying to avoid injury to the tender susceptibilities of the holders of any important acting appointments, whose unnecessary translation from their own proper spheres of duty, by upsetting and mixing up the arrangements in half a dozen different offices, forms the grievance to which the community for years past have objected. If the interests of individuals are to be specially studied and the principle at issue conveniently ignored, it will be much better to leave matters as they are until some reformer comes to the front who does not believe in half-measures and whose policy is not directed by mere personal influences. Whether it was advisable in the past to remove Mr. ACKROYD from his position as Registrar of the Supreme Court to act first as Attorney General and afterwards as Puisne Judge may be a fit subject for diversity of opinion, but at the present time it should not be lost sight of, that by taking up Mr. GOODMAN's duties, no material or inconvenient changes were caused either in his own or any other department. Mr. BRUCE SHEPHERD, in addition to his own work as Land Officer, took over that of the Registrar, and no other change was necessary. On the other hand the departure of the Governor necessitated, or if it did not necessitate it led to a four-fold change—Mr. FLEMING moved from his own office to Government House, Captain DEANE left the Central Police Station to assume the post of Colonial Secretary, Major-General GORDON was transferred to the command of the Police, and was in turn succeeded as Superintendent of Victoria Gaol by Major DEMETRIUS. Cannot Mr. WHITEHEAD see that the gist of the evil is in this last quoted example, and that the only practical solution of the difficulty is in some plan that will obviate one necessary change in a department being made the excuse for changes "all round the clock"? Hard-worked officials—and they are numerous enough in the Government Service—require holidays and change of scene like other mortals, and the liberal allowances both as regards time and money they do receive for these and other purposes are certainly not objected to by the community; but it is not unreasonable to expect that absences from duty owing to these or other causes, such as ill health, must not entail vexatious inconveniences in the discharge of public business. Every department in the Service, with perhaps one or two exceptions, should be quite independent, and capable under any ordinary circumstances of guaranteeing efficient working without outside assistance; what has been done during the absence of the Registrar-General is equally practicable in the other departments. And speaking generally, it does not by any means follow that the Registrar of the Supreme Court should be a capable Judge or Attorney-General, a Superintendent of Police, an efficient Colonial Secretary, a Police Magistrate, a reliable Treasurer, or a Prison Superintendent; an expert Chief of Police, any more than it would follow that the present Acting Registrar-General, whose special if not only *forte* is said to be a more or less familiar acquaintance with the Chinese dialect, could competently perform the technical duties of the Surveyor-General or the Colonial Surgeon. The official record of the Acting Registrar-General is in itself an unspeakable proof of the unsatisfactory "punch-drinking" system to which such grave exceptions have been taken; but it also strongly suggests that the reform indicated by our remarks is far from being impracticable. He is a young officer, practically without business experience, of any sort, with only a few years' Colonial service, and noteworthy only for a wretched memory and a painful mediocrity in the matter of talent; and yet he has filled the office respectively, and so far as we know respectably, of Assistant Colonial Secretary, Police Magistrate, Superintendent of Victoria Gaol, Registrar

General, and member of the Sanitary Board and Legislative Council. When it becomes a generally recognised fact that lucrative official appointments in this colony have not been established specially to provide "soft" billets for any particular class, but that the Government and the community expect their servants to fit whatever positions they may be required to serve in, the matters we have been discussing will have reached their proper level. That will only be, however, when the Hongkong rate-payers insist on having more than a nominal share in the management of their own affairs.

PIRACY IN THE CHINA SEA.

THE daring piratical seizure of the Douglas Company's steamer *Namoa*, within fifty miles of Hongkong and in what may be fairly described as a main thoroughfare for the immense shipping traffic between this port and the North, is a rude awakening from the false security in which local shipping companies and the travelling public have been peacefully slumbering for the past five years—since the sensational looting of the *Greyhound* on the high seas in the vicinity of St. John's island on October 17th, 1885. There have on two or three occasions during recent years been more or less well authenticated rumours of contemplated piracies on board foreign vessels, but fore-warned is fore-armed, and the precautions taken in the cases referred to averted the threatened dangers. In one particular instance in which, if we mistake not, one of Messrs. ARCAR & Co.'s Calcutta steamers was reported to be marked out as a fit subject for looting on her voyage between here and Singapore, it was pretty clearly shown that the danger was a stern reality and that only the preparations made to effectually cope with any such trouble saved the ship, crew, and passengers from probably a worse fate than that of the *Spark*, *Greyhound* or *Namoa*. However, it was perhaps not altogether unreasonable for ship-owners and their captains, after such a lengthy interval of peace and good order, to believe that the once thoroughly recognised perils associated with the Chinese passenger trade throughout the China Sea had passed away, and it is more than likely that this utter disbelief of the existence of any real danger has for some time past caused over-confidence and a neglect of even ordinary supervision. In suggesting this we do not refer particularly to the *Namoa*, but to vessels generally engaged in this traffic, excepting the Canton river steamers, on which after the *Spark* tragedy, special provisions were devised for protection from Chinese pirates, and are still rigidly carried out.

The great mistake that seems to have been made was in wrongly estimating the character of that semi-savage, the Chinese pirate, wrecker, smuggler, or whatever name suits him best. The march of progress and civilisation may have been extensive and wide-spread throughout the length and breadth of the Middle Kingdom; we can see its beneficial effects in the prosperous Chinese trading communities of Singapore, Hongkong, Shanghai, and other Treaty Ports; but it has not appreciably affected the Ishmaelish policy of those murderous rovers of the sea who have from time immemorial proved such a curse and drawback to China's social progress. The piratical traditions of thousands of years are not to be so easily wiped out, either by foreign influence or the lukewarm repressive measures of the Peking Government. The ancient profession of Chinese pirate is by no means obsolete, but, on the contrary, flourishes apace along the entire coast from Newchwang in the far north to the most southern limits of the Tonquin Gulf. Where the carcass is, the vultures are sure to be found; and whether in the guise of sailors, harmless traders, or hardy fishermen, the Chinese sea-farer, whenever the opportunity renders it profitable, is quickly transformed into the full-blown pirate, and the most unscrupulous and murderous ruffian in the world. Every ship that has been lost on China's rocky-bound coast, and their number is by no means limited, has told us the same gruesome tale, and yet, while knowing the truth, we have blindly ignored it and made no attempt to be ready to meet and crush the danger that is never far distant and is always to be dreaded and guarded against.

The policy of the Chinese rovers is as simple as their *modus operandi*. Their object is always plunder, and this latest outrage on board the *Namoa* may be taken as an excellent example of the ordinary plan of campaign. Assisted by a spy system that would do credit to a high-class police organisation, the leaders are informed that a number of Chinese had returned from the United States and elsewhere with considerable sums of money as the results of years of toil, and would shortly leave Hongkong for their native towns in the Swatow district, and it was accordingly decided to make a bold bid for such a valuable prize. The returned emigrants took passage by the *Namoa*, the day and hour of the vessel's departure was ascertained, and the pirates' task was a comparatively easy one. The only serious resistance, likely to be encountered, that of the seven European officers, could easily be overcome, especially as they were in positions to be cut off in detail and either killed or safely secured with but a minimum of risk to the attacking party. And in some forty desperadoes, armed with two revolvers each, went on board the steamer as passen-

gers and when once out to sea, at a given signal and in accordance with pre-arranged arrangements, divided themselves into four parties and made separate attacks on the bridge, the engine-room, the forward deck, and the saloon. The suddenness of the attack put effective resistance out of the question, and in a few minutes the pirates had obtained possession of the ship, and taken charge at the helm. Probably it was no pre-arranged part of the programme to shed blood unnecessarily, but it is quite certain that no scruples in that direction were to be allowed to interfere with the accomplishment of their original purpose. It may safely be believed that every soul on board would have been massacred, and the steamer run ashore and burned or broken up, had such a course been necessary. Happily it was not; but unhappily the seizure of the *Namoa* was not accomplished without bloodshed. When the pirates first rushed on deck they would appear to have commenced indiscriminately firing their revolvers in all directions—a common custom with Chinese who are unused to foreign fire-arms—and on one of the Malay quarter-masters showing fight, he was at once shot down and thrown overboard, two or three others of the crew receiving more or less serious wounds. One of the saloon passengers, Mr. PETERSEN, light-house keeper at the Lammocks, happened to be on deck aft when the rush was made for the saloon, and although he is said to have offered no resistance he was wantonly shot down, and Captain POCOCK shared the same fate after leaving the saloon to go on deck at the request of the pirates, who had promised that no violence would be used if no further resistance were offered. The rest of the officers and crew were confined in the Captain's room on deck, with an armed guard outside the door, and all opposition being quashed, the ship was looted of everything portable of any value. According to report, money alone aggregating over \$20,000 was taken from the Chinese passengers. About 7 o'clock the steamer, which had been judiciously steered out to sea for several hours, was brought to an anchor off Mendoza Island, where four junks were in waiting as part of the arrangement. The plunder was quickly transferred to these native craft, and after compelling the fire-men to draw the fires and blow off steam from the boiler, the pirates quietly took their departure, doubtless well satisfied with their day's work. No time was then lost in bringing the *Namoa* back to Hongkong, where she safely arrived early on Thursday morning.

This is merely an old story re-told. With one or two slight differences in detail it is precisely what took place on board the *Greyhound* in 1885 and the *Spark* in 1874, and it is what might easily happen to-morrow on almost any steamer trading along the Chinese coast. Something effectual must be done, and that at once, to remove this standing danger and to prevent its recurrence. Stricter discipline should be enforced on board ship, all officers and engineers compelled to carry fire-arms when on watch, and arrangements made by which the officers could form a combination against any attack of this kind. It is the attack in detail which always proves fatal. It is more than likely, had the officers and crew of the *Namoa* been armed and prepared for an attack, or even had an opportunity of rallying and combining been possible, that the Chinese pirates would have fallen in their attempt; they succeeded by surprising the officers at a time and under circumstances when resistance was impossible. But the greatest safeguard can be arranged on shore. No Chinese passengers should be allowed on board ship unless they have obtained passage tickets at the office, and until they and their baggage have been carefully searched. The difficulty of maintaining strict discipline over several hundreds of Chinese, who are allowed to swarm all over the decks of a vessel, is obvious, and that some better arrangement than at present exists must be insisted on by the Government. The *Namoa* tragedy places beyond dispute, and meanwhile no stone must be left unturned to bring this dangerous horde of pirates to stern and relentless justice.

THE SOLDIERS' MEED.

"ENGLAND expects every man to do his duty" were the memorable words signalled by the heroic Nizam from his flagship *Victoria* on that historic morning when the naval supremacy of Great Britain was established in sight of the world in the bay of Trafalgar; and after the united fleets of France and Spain had been hopelessly crushed and shattered by the fiery onslaught of the famed "wooden walls," England confessed that every man had done his duty. And England to her eternal disgrace, at the termination of the war, with stony indifference left her naval heroes, the men who had so nobly done their duty and saved the country, to starve, or else to a miserable existence, the best way they could. The high officers of the Fleet were, of course, not forgotten, and honors and rewards were showered on them with lavish profusion; but the seamen and marines, the men whose gallant bravery against fearful odds won the victory, were alike forgotten and neglected. And it always has been like this in our free and enlightened country, where every man, as we are constantly being told by lying and shameless politicians and their parasites, is on an equality, the possessor of equal rights, &c. &c. much longer this shallow delusion is likely to be tamely

tolerated by a powerful and ever increasing democracy that is only beginning to feel its own strength we are not in a position to say with any approach to reliability; but the day cannot be very far distant, and it undoubtedly is being hastened by the incomprehensible and heartless stupidity of that favored class to whom the new era of events that are sure to come will inevitably bring complete annihilation as a power in the land. The pitiable spectacle of Ninko fiddling in his gorgeous palace, whilst Imperial Rome was in the throes of destruction, conveys an instructive lesson which modern would-be imitators of that once living monument of old time folly might with great advantage to their own future welfare earnestly study and carefully take to heart.

"When shall their glory fade? Honour the Light Brigade; gallant Six Hundred," is the summing up of that deathless poem of battle and triumph with which ALFRED, TENNYSON, then a Son of the People and not a slave to a hollow title and a meretricious dignity, trumpet-tongued, electrified the world almost as much as that wild charge through the "valley of death" of Britain's best and bravest on what was a hopeless, useless, and inexcusable sacrifice of human life, stupified the army of military critics. "C'est magnifique mais n'est pas la guerre," was the significant comment of the French Commander-in-Chief, and no more daring soldier than Marshal PRUSSIER ever planned a campaign or led a forlorn hope. "When shall their glory fade? Honour the Light Brigade." Why even now, after a lapse of nearly forty years, the poet's pregnant words possess a power in stirring the British heart in every part of the world; we are indeed proud, and as Britons justly proud of that death-ride of our countrymen, which as an instance of combined valour and discipline has scarcely a parallel in the history of nations. And how did Great Britain reward her heroic sons, "all that was left of them, left of Six Hundred," when the hour of victory with all its frothy enthusiasm had passed away and the Black Sea treaty, which added so much to the roll of human suffering had been torn in shreds and flung in England's face! By honours, titles, dignities, adequate provision for the remainder of their ruined and broken lives? No! by none of these; generous England provided for her heroes by allowing them in the days of their adversity and old age to find refuge in the work-house.

The Crimean campaign is admitted by all military authorities to have been the most severe ordeal the modern soldier has ever had to face. The self-denying patience, the loyal courage that never failed however sorely tried, the unshrinking fidelity to duty, and the indomitable energy and perseverance displayed in the extraordinary labours of the most arduous description which had to be accomplished under exceptional difficulties, may possibly have been equalled by other troops, but they have never been excelled; and it must not be forgotten how the Commissariat arrangements disgracefully broke down with the result that, throughout long, dreary months of snow and ice, the half-clad, half-starved, and wretchedly equipped British Army, although fearfully decimated by disease, fought and conquered time after time against overwhelming odds. It is one of these fights, INKERMANN, "the soldiers' battle," that is our excuse for this article. The battle of INKERMANN was fought on the 5th November, 1854, and a few weeks ago a hundred old soldiers, the remnant of the brigade of Guards who were in the thick of that day of carnage, thought that the thirty-sixth anniversary of the great event of their lives would be a fitting occasion for old friends and comrades to meet together after the lapse of so many years. Arrangements were accordingly made that the hundred survivors should parade at Wellington Barracks, and the Duke of CAMBRIDGE, who held a command in the Guards at INKERMANN, was invited to be present. The noble "Dook" had a prior engagement, and when the little band of veterans assembled at the gates of the Barracks at the appointed hour they were refused admission. They were officially ignored, although it is stated that among the hundred were two Victoria Cross heroes, several who won the medal for distinguished service. In the field, while nearly all had four clasps that told of their presence in the battles of Alma, Balaclava, and Inkerman, and of long service in the trenches before Sebastopol. Not a single officer of the Headquarters Staff, or one who had fought with them in the Crimea, appeared to honour their presence, and we are told that "the veterans seemed to feel this neglect very keenly," especially as the guard took off for duty, was on parade in the barrack-square, bearing the Queen's and regimental colours, which were bedecked in honour of the day with the laurels these men had helped to win at INKERMANN. Neglected with contumely the old warriors quietly followed the guard to St. James's Palace, uncovered their grey heads, and in voices that quavered a little, cheered the old colours once more. And then they went home, doubtless paralysed with joy at the appreciation of a grateful country.

Commenting on this scandalous treatment of these relics of a gallant Brigade, the tendency of which can only be to disgust our soldiers and to make the Army still more unpopular, a London contemporary says: "It is a sad story, that of the Inkerman heroes. No one has heard the praise of the men who stand round the Sandringham Battery, saved the British army from being swept in the late sea. Historians have done the officers justice, but as for the men themselves—who so poor as do them reverence now? They organised a little memorial dinner among themselves the other day and invited the Duke of Cambridge to attend. The Duke pleads a prior engagement. Can anything be meant? The Guards who fought the hand-to-hand fight round the Sandringham Battery fought with savage ferocity. It was a soldiers' battle, for the officers were either killed or paralysed with fear at the battery they had let loose. But if these men tore at their enemies like wild beasts, is that any reason why one of their officers—the Duke of Cambridge—should give them the cold shoulder? He sat among them at the crisis of the fight and blubbered like a baby because of the horrors that he witnessed around him. It was his last night's ride on a field of battle. Well, we do not deny that, the scene round the Sandringham Battery, after the wild beast in our Government was let loose, was horrible. But is the falling loss of the Duke of Cambridge owes his subsequently luxurious life, and the country, its rooted determination never again to expose his prominent paunch to the bayonet of an enemy. Yet he frowns contemptuously on the survivors of those who shed their blood to keep his soul and body together, and when they even venture to ask the use of their old barracks for an anniversary celebration, he shuts the door in their face."

"England expects every man to do his duty," and the men who nobly answer their country's expectations are shamefully neglected and relegated to the work-house. Field-Marshal the Duke of CAMBRIDGE, whose warlike idea of an officer's duty on the battle-field was to "sit blubbering like a baby at the crisis of the fight," is a living example of Britain's impartiality in the treatment of her soldiers. To the brave man who loses a limb in the front of battle there is always the work-house to go to, whilst the royal warrior who sits down and blubbers in the rear obtains a Field Marshal's baton and is nursed in the lap of luxury for the remainder of his days, at the public expense. And yet some people wonder how a British Revolution can ever be possible.

LOCAL AND GENERAL.

A LARGE fire has occurred at Yokosuka, a Japanese Naval Station, nearly destroying the town.

THE returns of the number of visitors to the City Hall Museum for the week ending Dec. 14th, are:—Europeans 172, and Chinese 1,744.

H.I.C.M.'s gunboat *Mita*, Capt. Aschen, arrived at Tientsin on the 30th ultimo and took up her winter quarters at the Bund a few days later.

At a regular meeting of the Southern Lodge, No. 264, E.C., held at the Freemasons' Hall, Zoland Street, on Saturday last, Wor. Bro. G. P. Jordan was elected Master of the Lodge.

THE Master of Napier, Secretary of the British Legation in Japan, and Mrs. Napier were amongst the passengers who arrived here on the 10th inst. by the O. & O. steamer *Okania*, en route for England.

At the regular meeting of the Victoria Priory the election of officers for the year 1891 resulted as follows:—

E.P. Sir Knight D. Gilles.
Treasurer Sir Knight H. J. Scott.
Guard Sir Knight J. Maxwell.

At the Police Court on the 15th inst. Tsang Li was brought before Mr. WOODHOUSE charged with the murder of one Tsang Kum Hi—his fellow lodger. Evidence was adduced tending to prove that the murder was committed by prisoner, with an axe in Tak Sin Lane on the 27th ult. Trial next sessions.

HIS Ex. Liu Kuei-yi, Governor-General of the Liang, Kiang provinces, has been appointed Commander-in-Chief of the Southern squadron of the Chinese Navy. (Liu wants to make a name for himself; his chance lies in the direction of the culture, and a speedy shortening of the statutes of the *Namoa* pirates.)

We hear that the marine officers of Hongkong are disputing the advisability of demanding an increase of pay in the early part of next year, on the grounds of the great risk to life when sailing out of Hongkong, unless some preventive measures of a thoroughly practical nature are put in force at an early date.

A post-mortem examination was held on the 15th inst. on the body of the unfortunate Chinaman who was murdered at the Roman Catholic cemetery on the night of the 11th inst., and revealed the fact that a piece of rag had been rammed down the deceased's throat so far as to be hidden from view, even when the mouth was opened, and had evidently been forced down with a stick.

We are courteously informed by the Superintendent of the P. & O. that we were in error in stating that the local office had received telegraphic advice of the renowned stranding of the Company's steamer *Hongkong*. (That telegram, which we received in the colony is certain to be an only too glad to be able to accord with the desire of the Agent in stating that no such advice had been received by him.)

"Six" goes selling is not only far from being respectable, but it is expensive too—at least so a couple of enterprising traders in that line of business found it on the 15th inst. when Mr. WOODHOUSE was asked to put a price on two bottles of *sanshu* that the accused had sold to some sailors on board the steamer *Pendula*. It was a bottle or six weeks' jug" was his Worship's estimate of the offence. *Sanshu's* evidently on the boom.

A CHINESE woman residing in the village of Mat-tow-seah in the vicinity of Amoy, says the Amoy *Lat Pau*, was murdered on the 4th inst. It seems that the unfortunate woman was found a silver hair-pin such as is worn by Chinese gay ladies, and upon showing the ornament to her husband and his relatives, it became the cause of a family quarrel. The unfortunate woman, in consequence, was strangled by her husband, with the assistance of his mother and sister.

A GERMAN named Emil Luder was brought before Mr. WOODHOUSE on the 15th inst. charged with having caused the death of a sailor named C. ANDERSON on the 15th inst. Evidence went to show that on the day the accident occurred the prisoner and deceased were comparing revolvers—they were perfectly sober and friendly. The prisoner went off accidentally, and the bullet entered deceased's right breast. (There being no evidence against him, he was discharged.)

**MEETING OF THE FINANCE
COMMITTEE.**

A meeting of the Finance Committee was held on the 11th inst. There were present:—Mr. W. M. Deane, Acting Colonial Secretary; (President); Mr. E. J. Ackroyd, Acting Attorney-General; Mr. H. E. Woodhouse, Acting Colonial Treasurer; Mr. S. Brown, Surveyor-General; Mr. N. C. Mitchell-Innes, Acting Registrar-General; Messrs. P. Ryrie, C. B. Chester, T. H. Whitehead, J. J. Kewick and Dr. Ho Kai (unofficial members); and Mr. F. A. Haselard, Acting Clerk of Councils.

REDUCTION OF POSTAL RATES.

The Chairman: Gentlemen, before we come to the main purpose for which we are met this afternoon I have to inform the hon members of this committee, with reference to the question of reduction of postage that was brought before the Finance Committee some six weeks ago, that a telegram has this morning been received from the Secretary of State, in which, he says:—"Reduced Postal rate generally approved. Commencement late next January. Strongly recommended similar arrangements elsewhere, mail nearly as possible at same time. I beg to reply." It will be observed that we are agreed that the Chamber of Commerce is the body to be consulted by the Chamber of Commerce. The papers were sent to the Chamber of Commerce on the 4th November, but we have received no answer yet. This is a very pressing matter and in order to make it in order I will as a matter of form move that the sum of \$5000 be voted to allow this Colony to meet the expense incurred by the reduction of postage. I have given instructions that copies of the papers formerly brought before your notice should be put before you again, as although you will probably remember the general principles you may not be cognisant of the details. From the report of the Acting-Assistant Postmaster-General, Mr. Sercombe Smith, it appears that if instead of a ten-cent rate we adopted a five-cent rate, the result would be a decided loss to the Colony. (The hon. gentleman read the paragraph in the report which he referred to.) The matter has been sprung upon me very suddenly by this telegram, and I would throw it out as a matter of consideration for the Council as to whether we could not agree to the postage next year being made seven cents, as unfortunately we have at present no one-cent stamp and no six-cent stamp. To make it five cents would mean a dead loss, and that sum is by no means the equivalent of the 2½d. that represents the outward postage. If six cents be decided upon as the ultimate charge the die for the stamps will have to be made in England, which will take some time, and therefore I think that for possibly six months we might reduce the postage to seven cents the half-ounce, by which time the six-cent stamp might be got out, and then we could come to a final decision if necessary. I am very sorry indeed to have had to bring this matter so suddenly before you, but as you see I am simply speaking in consequence of a telegram received this morning, and I am not in a position to tell you the opinion of the Chamber of Commerce, for unfortunately they have not replied to my letter of the 4th November. Therefore, in order to bring the matter up for discussion, I move that the sum of \$5,000 be entered on the estimates for next year to meet the probable cost of a reduction of postage.

After some discussion as to the probability of the reduction in rates entailing an extra charge upon the taxpayers of Hongkong, the Chairman stated that nothing could be decided at that meeting. The question had merely been mooted by him to put members on the *qui vive* as to what would take place in the meeting of the Council on Monday.

VOTES PASSED.

Slaughter-houses and pigs and sheep depôts,
\$60,000 to be spent in 1891; Public Laundries,
\$25,000 of which \$12,500 will be spent in 1891;
Public Latrines, \$17,500, \$10,000 for use in 1891;
The Civil Hospital, \$66,000 of which \$26,623 will
be expended in 1891; Lunatic Asylum for Chinese,
\$20,000; Police Station, Aberdeen, \$32,115;
Kennedy town Police Station, \$2,000 to com-
plete it; District Schools, \$20,000; Additions
Government House, \$10,000; Governor's Peak
Residence, \$40,000; Quarters for Supt. of Affor-
estation Dept., \$18,500; Magazines at Stonecutters'
Island, \$17,621; Shaukiwan Market, \$2,000;
Lowering Queen's Road, \$12,000; necessitated
through the new system of stores' accounts.
The Committee then adjourned for a week.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held on the 12th inst. There were present:—Mr. S. Brown, (President); Major-General Gordon (Vice-President); Mr. N. G. Mitchell-Innes, Acting Registrar-General; Dr. Ho Kai, Mr. N. J. Ede, Dr. Cantile, and Mr. H. McCallum (Secretary).

THE PAY OF SANITARY INSPECTORS.

A letter from the Acting Colonial Secretary was read to the effect that the application of the Sanitary Inspectors for an increase of pay had been duly considered, and regard being had to their length of service, as compared with that of Inspectors of Police of the first and second-class, it was found impracticable to accede to their request.

After some discussion the Vice-President said that were servants of the Board able to represent that had they remained in the police force they would have attained to the rank of second class inspectors their applications would have met with more consideration. At the present time the Government did not see its way to do anything in the direction sought by the applicants.

INFECTED CATTLE ON A RUSSIAN TRANSPORT

The Sanitary Superintendent's report for November was laid on the table. One of the paragraphs stated that on the 8th November information was received that the cattle on a Russian transport (the *St. Petersburg*) were suffering from disease. One animal died and was buried on shore, the others were killed by order of the commander and the carcasses towed out to sea. The disease was supposed to be pleuro-pneumonia. The animals were shipped at Vladivostok.

Mr. Eds said the burial of one carcass on shore, before the sanitary authorities had anything to say on the matter, was not the right thing. It ought to have been taken out to sea like the rest. Who authorised the burial—the commander on his own account?

The secretary said he believed it was done by the people on board the ship. The animal died in the morning, and he got information about noon that the internment had taken place. There was no real proof that it was pleuro-pneumonia.

Mr. Eds said he thought some representation ought to be made to the commander.

The Secretary said they were told they had acted wrongly, but the thing was then done.

The Vice-President said the police did act, but the burial had taken place before they knew of it. The ship was in dock and he supposed some of the dock people must have assisted. The subject then dropped.

A HOLIDAY MEETING.

There was a good deal of conversation on the subject and it was finally decided, in view of it being necessary to convene a meeting some fortnight, to call a meeting for the 26th inst., but as that would be rather hard on the Secretary, who would have to attend although he knew none of the members of the Board, would be likely to turn up, it was understood that officer could go through the business in his own house. The cultivation of vaccine lymph, the French sanatorium at Pefkulim, and certain defective daries were subjects briefly considered, subsequent to which the Board adjourned for a fortnight.

**THE DOUGLAS CO.'S STEAMER
"NAMO" SEIZED BY
PIRATES.**

CAPTAIN POCKOCK MURDERED AND THE VESSEL
LOOTED.

In these piping times of peace it seldom falls to our lot to have to chronicle such a horrible tragedy as that that enacted on board the coasting steamer *Namoa* yesterday afternoon (Dec. 16th). Hongkong was awakened this morning with the startling intelligence that the Douglas Company's steamship *Namoa* had put back to port after having been captured and looted by a gang of pirates, and color was given to the story by it being quickly seen that the *Namoa's* flag was flying half-mast, and it was soon ascertained beyond doubt that the rumour was only too true. It had indeed been so-run and taken charge of, the Captain, a saloon passenger, and some of the crew murdered. The attack was planned on much the same lines as was that on the *Greyhound* on the 17th of October, 1885, and the whole scheme was carried out in a manner that proved everything had been most carefully arranged before hand, and the plan of attack evidenced a thorough knowledge of the rules of the ship on the part of the author or authors, as will be seen from the details which follow. The vessel was a foreign ship, which was attacked by Chinese pirates in the immediate vicinity of Hongkong within the last 17 years, which fact will surely have due weight with the authorities and the shipping companies themselves, and be the means of inducing them to enforce some preventive measure which will place beyond possibility a recurrence of yesterday's tragedy.

The following accurate details of this occurrence are obtained from the most reliable sources:—The *Namoa* left Hongkong at 8 o'clock yesterday morning on her usual coasting trip for Swatow, Amoy and Foochow, having on board five saloon and 240 Chinese passengers. Nothing unusual occurred until 11.15 a.m. when at 1.15 p.m., acting on a preconcerted signal, about 35 or 40 ill-fitted Chinese sailors, armed with cutlasses and their true colors and armed with revolvers and cutlasses began their murderous work. Dividing themselves into four parties they simultaneously attacked the officers' mess room, the bridge, the engine room, and the after saloon, where the Captain, the chief officer and four of the passengers were at 11.15. Mr. Petersen, light-house keeper at the Lammoeks, who was on deck aft, was at once murdered—four shots being fired into his head—the deck where he fell being covered with blood. The course of the *Namoa* was altered and she sailed for the open sea, steering out to sea—ultimately being taken outside Porto Blanco and then slowly back to Mendoza Island, where she was anchored by the pirates about 7 p.m.

In the meantime a wholesale fusillade was being kept up on board the ship, the miscreants, after taking charge of the bridge and engine-room, firing into the saloon and throwing "stink-pots" down, endeavouring to suffocate those below whom they could not reach with their bullets. After indulging in this amusement to their hearts' content they ultimately sent a deputation down to the saloon to inform the Captain and passengers that, if they came on deck and quietly submitted to be locked up whilst the ship was being scouted, no harm would come to them. This apparently was agreed to, and while in the act of obeying their summons Capt. Pocock was shot down. The bullet entered his right breast and no doubt penetrated the lung. He was conscious to the end, and did not seem to suffer much pain. All that could be done for him under the circumstances was done. In the meantime Mr. Richardson, the second officer—who is acknowledged to have acted coolly and bravely all through their trying ordeal—was marched around to collect the passengers and officers. When this was done and the platers had them all safely barricaded in the Captain's state-room, they seemed to devote the whole of their attention to looting and did not molest their prisoners further. After turning all the Chinese passengers out of the seven decks they proceeded to business in earnest and are said to have made a very rich haul. They also ransacked the baggage of the European passengers and looted them and the officers of the ship of everything of value, including gold watches, &c., not forgetting a bundle of Manila lottery tickets that was in the possession of one of the officers.

Notwithstanding their wanton cruelty in murdering two men in cold blood, booty was of course the chief object of the pirates, for which they chosen they could have massacred every living soul on board. They stove in and destroyed every boat on the ship and it really seems that at one time the fate of their unfortunate captives hung in the dust of balances. The successful issue of their adventure and having made such a valuable prize were anxious to get off with it. On coming to anchor at or about 7 o'clock they signalled to four confederate junks which were waiting for them; these came alongside and took the booty on board. They are

supposed to be Hongkong junk, but no one, apparently, was in a position to take their numbers. When all was ready and the junks loaded, the pirates forced the men to tow the steamer's fire and also to blow steamoff and as a reward for their services, the pirates gave them a rum (supposed to be about 200) before finally taking their departure. Once over the side it may be supposed that it took but a short time for the prisoners (who had, hitherto been harried in the state-room, guarded by low pirates) to break out. The anchor was slipped, steam got up and the *Anchor*, under the command of Mr. Eldridge, the chief officer, was sent to Hongkong harbour at 8 o'clock this morning. It is seldom that such a tale of the sea has to be told in these days, but all things taken into consideration the marvel is that so many escaped with their lives, which doubtless they owe chiefly to bad marksmanship and faulty weapons. Besides Espinoza Ponce and Mr. de Callo, colonel, the pirates are responsible for the lives of two Malay quartermasters, one of whom they

[illegible]

two of the officers of the *Namoa*. As they were in different positions in the ship until they were finally imprisoned in the Captain's room their stories will have additional value.

Mr. Alex. Jones, chief engineer, who was in the engine room at the commencement of the attack, says:—The first knew of the business was when Eddy, the third officer, came down into the engine room pursued by some of the pirates. We planted ourselves under the boilers and remained there until Richardson came down at the instigation of the pirates and induced us to come up on deck. In the meantime Reimsay—who also had been spending some time in the engine room—threw about six lumps of coal, and was eventually shot in the arm. We left the engine room and went on deck, only to be marched under an armed escort to the state-room, where we found the rest of the officers and passengers already imprisoned. The pirates no sooner had us in there than they commenced looting our cabins, and needless to say cleaned us out of everything that they considered of value. In some cases they did not wait to ransack the lockers, but bodily took them and their contents away to be examined at their leisure. Mr. Richardson was much surprised to find that the pirates were actually collecting the passengers and crew and finally when they were safely barricaded ashore, the pirates gave us little thought, and went cheerfully on with looting and feasting. They had a thorough 'jamboree' and no doubt were well satisfied with the results of the day. When we once got rid of them it did not take us long to slip the anchor, get steam up, and make our way into harbour here.

Mr. W. F. McIntosh, the chief engineer, who must have as many lives as the proverbial cat, was good enough to let us have his version of the affair. He says:—"The first I knew of the business, or that anything out of the ordinary was occurring on deck, was by hearing a dog making a tremendous row on deck. I was in my cabin at the time, but went out to inquire into the matter and the first thing I saw was a scuffle between one of the sailors and a Chinaman. The sailors are also eight or ten Chinamen firing revolvers off, aimlessly apparently but making a hideous row. I went up to see the quarter-master and found he was wounded, and on looking round noticed that I had become a target for the group of whom I've spoken. I made the best of my way aft to the saloon, but had to "run the gauntlet," and how I escaped is a miracle for no less than five men fired point blank at me. One shot grazed my cheek and the bullets were flying about like hail "in" a storm. However, I got safely to the saloon which to my surprise I found empty, but on calling out I was answered by Captain Pocock, who was then standing at the entrance to the boy's room. He made some casual remark to the effect that this was a bad business. I then proceeded to open some of the "pots," for the sailors from the "stink-pots" in the hold had been thrown into the saloon, and the saloon was full of smoke. We held a council-of-war (with the length of the saloon between us) and thought it would be better to await results where we were. In about a quarter of an hour's time a deputation consisting of the ship's carpenter and a fireman came down from the pirates and informed us that if we went up and quietly submitted to be imprisoned whilst they looted the ship no harm would come to us. Pocock and I discussed it and agreed to go up, for, as I remarked, we might as well be shot on deck as anywhere else; he led the way, and while in the act of stepping up the companion, was shot down. I then decided to remain where I was, but in a little time the second mate (Mr. Richardson) came to say that the Captain had been shot. I then went up and was at once confined with the others in the Captain's room. The door had been barred in the bread room, then dead. I washed his face with water and we did all we could for him. He died about 20 minutes after being shot. A quarter of an hour or so elapsed, and then the balance of the crew were brought in, making ten in all, but after this we were in no way molested, for the pirates were busy on with the looting and apparently, had quite enough to do in that direction. When we came to anchor, which was at about 7 o'clock, four captors signalled—with the steam whistle—to their confederate junks. There were four of them, I think, and they took on board all the booty which had been collected from the ship. None of the cargo, so far as I know, was touched, but it is computed that they got close on \$20,000 worth of valuables and property from the ship's uniformed passengers. The pirates had a large number of knotted pieces of red tape to which was attached a *cash*. They also carried their revolvers suspended from their necks by balyards, and were under the command of one chief who was here there and everywhere."

The following is a list of the saloon passengers:—Mr. E. K. Chandler, Mr. Petersen (murdered), Captain Saunders, Mr. C. E. Mehta, and the Rev. Mr. Walce.

MAGISTERIAL INQUIRY.

Mr. Wodehouse held an inquiry at the Magistrate on the 12th inst. into the circumstances connected with the death of Captain G. T. Pocock, who was killed on board the British steamship *Namoa* on Wednesday last. Mr. Wotton, of Messrs. Wotton and Deacon, watched the proceedings on behalf of the Douglas Steamship Company.

Mr. G. R. Eldridge, chief officer, said the *Namoa* was 863 tons register. On the 10th instant at five minutes past one the attack commenced. The ship left Hongkong at 8 o'clock on Wednesday morning bound for Swatow, Amoy and Poochow with general cargo, amongst which there were 40 chests of opium. There was no treasure, however, aboard the ship, and only 150 men, including the crew. She had 100 on board. Capt. G. G. Pocock as master, himself (Eldridge) as chief officer, and two other officers and three engineers. The crew consisted of 45. All told. They were Chinese and Malays—40 Chinese and 50 Malay. There were five foreign first-class passengers on board and 250 Chinese. The first class passengers were quartered in the saloon and the Chinese in the 'ween decks. They got as far as Tainco Channel when everybody was taken. The assailants were off Fokai Island and were informed by Tainco Island and the Isle of Mendoza. It is half a mile wide. Everyone went down to tiffin except the 2nd officer who was left in charge of the deck. Witness was sitting on the port side of the saloon table. They had been about 2 to 3 minutes at table when he heard several shots fired on the upper deck. The dining saloon was on the 'ween deck, aft. The shots were followed by the fall of a heavy body on the deck. Witness was sitting on the table and asked about 10 minutes if the men were firing. The next thing he saw was seven men at the skylights firing down into the saloon; they were using revolvers. He thought at least thirty shots were fired into the saloon at that time. Everybody jumped up at once and stood in different parts of the saloon. Several stinkpots were thrown down through the skylights. The pirates appeared to aim at individuals. Witness was standing behind the table where he had previously been sitting. He saw a man climb up the ladder and fired several shots into the saloon, causing everyone to take

dusty. After several minutes had elapsed, during which time the captain had spoken with the chief engineer, who had come in, the chief engineer was in a room at the after part of the saloon. The Captain asked him in a loud voice if he, the chief engineer, could suggest a means of escape from the saloon. The chief replied he could not suggest anything, except complete surrender. Up to that time no one had been in the saloon. After that, the captain, seizing the opportunity afforded by a temporary absence of the chief engineer, the steward, who was in the saloon, and the chief, told the pirates what they wanted. The chief told steward was a Chinaman. The pirates replied, through him, that they wanted money. They then offered if the Captain would come up and give them all his valuables, to spare his life. The Captain asked them if they would really spare his life if he came on deck; and they promised not to kill him. Upon that, the Captain went on deck. Before leaving for the deck the Captain shouted out, where are you, Eldridge. The witness replied he was still in his hiding place, and he did not know where he was. He later heard a shot fired and the fall of the captain's room. The pirate remained on the captain's room, while the Captain passed up to his room or, three minutes after the shots were fired, the captain's room heard the carpenter speaking to the chief engineer in the saloon. He said the pirates wanted every one to go on deck. Witness kept the pantry door closed. He could not see the carpenter, but knew it was him by his voice. Two or three minutes later he heard a man, the second officer, being forced down the companion. The second officer told the chief engineer and the passengers that if they'd go down the captain's room without resistance the pirates would spare them. They did so, or rather he heard them go up and see the captain's room. After they were in the captain's room, the pirates made a rush, in a body, into the saloon. At that time witness was still in the pantry. The pirates then threw open the pantry door and found him (witness) standing there. Two men, with revolvers, stationed themselves on each side of the door and told him to come out. One of them spoke in English, saying "go top-side." In going up the staircase, in front of the two men, he saw some half dozen armed, pirates, opening the cabin doors. The pirates were dressed as ordinary Chinese coolies and the only distinctive mark on them was a patching with a *cash* attached to the hanging of the back. Each of them had two revolvers—one attached to the neck with a white cord and the other held in one hand. The pirates were smoking cigars as they were carrying on operations. He did not notice swords in their possession. He went up the stairs followed by the two men, and when near the top of it, a man standing there cocked his revolver and prepared to shoot him; but three or four who were down below sang out to him in Chinese, not to do so. The man then pointed to witness to go into the Captain's cabin. The man who attempted to shoot him was evidently on guard. He (witness) went into the captain's cabin, and he observed the captain's cabin was immediately above the saloon and was guarded by him, from the companion. As he entered he saw the Captain lying on his bed suffering from a wound in the chest, apparently dying. He also saw there all the officers of the ship and the four foreign passengers. The chief engineer and two officers were attending to the Captain, and giving him water to drink, and the others were talking to each other. There were no pirates inside the room. In addition to the two already mentioned there was one other pirate on guard at the captain's room door. As soon as he got inside the captain's room, a pirate closed the door. There were eleven people in the room altogether. About five minutes after the closing of the pirate cabin door, he was knocked, and some one sang out "open door." After the door was opened they saw the boatswain, a Malay standing outside. He was guarded by a number of pirates. They demanded through him that the passengers should give up all the valuables on their persons. Witness told the officers and passengers to hand over all they had in their possession—the Captain was not then alive, he died before the boatswain and pirates came to make that demand. The Captain died after he (witness) had been in the room for a couple of minutes, about a quarter to two o'clock, and the pirates then left him (witness) and took all the valuables he had on him, which witness handed over. His gold ring and shirt studs he secreted in the pantry and found them on Thursday morning. Everyone passed out their valuables, personally, to the chief. Watches, rings, watch chains and a few dollars and small change were passed out that way. Altogether he should say that about \$600 worth of property was handed out to one of the pirates, and he passed them on to his confederates. He called the man at the door the head pirate, because he appeared to direct the action of the others. He was badly dressed and the other pirates were better clothed, but had no other distinguishing badge to mark him as the chief. He was a tall man, of about forty years of age. He was apparently a Cantonese, but might have been a Hakka. He carried the same arms as the others. Witness could recognize the chief again. He had never seen him before, and had not noticed him on board the ship before. He could also recognize the two men who ordered him out of the pantry, but he did not see any others sufficiently well to identify them in the future. After handing over their property to the chief, through the boatswain, the (witness) asked the chief what he had lost and he told him that when they had taken all his money, they had got out of the ship they would leave him at 8 p.m. The chief engineer asked him to leave the ship as soon as possible so that they could get back to Hong-kong and have the wounded attended to. The witness, up to that time, were the third officer and second engineer, who had shot wounds in the left arm—both shot in the wrist. The chief told not reply to the chief engineer, but told the boatswain to tell them that anyone attempting to escape from the room would be shot at once, and that if they were caught they would be hanged, not come to them. The chief and his associates then left, post by a guard of four or five men who patrolled their place of imprisonment. The next thing they heard was the noise of Chinese passengers being driven on deck and sent down into the saloon, also boxes being thrown about and the noise of wood breaking and splitting which lasted about half an hour, by which time they had driven to many as they wanted into the saloon. The noise of smashing up boxes continued up to dark, about 3 or 4 more hours, and then about 10 o'clock, the chief and his associates shouting to the men to "wait, the engine's dead." The ship was eased down to four or five knots from 9 to 10 knots per hour, at which speed she had been going ever since the attack commenced. About 10 o'clock, later they heard the chief shouting to blow the two or three times and to let the ship and then heard some people on deck exchanging words with people on board vessels near by. They then came out to the anchor to stop the engine. By that time he had speeded about 40 inches of the head of the anchor. The chief and his associates then came out to the anchor to stop the engine. By that time he had speeded about 40 inches of the head of the anchor. The chief and his associates then came out to the anchor to stop the engine. By that time he had speeded about 40 inches of the head of the anchor.

some fishing junks, two masted. He could not recall their numbers. He knew they were H'kong junkies by their build and rig. At the same time, he could just discern land on the starboard side and ahead. They were then heading about N.N.W., but could not make out the ship's position. The pirates then proceeded to pass, all their plunder into the junks, consisting of buckets and baskets full of dollars and bundles of Chinese clothing. The guard room in the cabin took no part in the proceedings. While the junks were taking place, the guard rattled their revolvers at the lower portholes and venetian windows, just to show us they were on the *qui vive*. The transfer of the booty occupied from an hour to an hour and a half. It was transferred on both sides of the ship, and into the four junks. They did not take any very heavy boxes. As soon as the junks had taken on board all they wanted they left the ship. That is to say each one left when loaded. Before the last junk left the pirates left the *Namoa's* anchor, while another party of pirates came out to the saloon and put out a light which the junks then had lighted, and shut down the skylight over the deck. But the lamp went out because he heard the noise of the lamp being smashed, and its reflection on the venetian glass. The captain's cabin window disappeared at that moment. The pirates then ordered the firemen to draw the boiler fires, and a few minutes later, the whole gang left the ship in the last remaining junk. The cabin guards were the last to depart. After the junk had got well away the 3rd engineer and himself got through one of the windows and opened the cabin door. The pirates had nailed up the door with pieces of wood. They knew when the cable had gone by a quartermaster coming aft and telling them to pull full speed ahead." He caused the cable to be slipped because he wanted to save time, and he said he found that he could not have lifted the anchor for the messenger chain, by which it was hove-up, had been cut in two places. He found the mast-head port and starboard lights, binnacle lamps and several cargo lamps were missing from their places, and they had probably been thrown overboard. Witness discovered that Mr. Petersen was dead about 10 minutes after starting. Before starting witness tried to make out the land and verify the ship's position. It was a starlight night. The ship was heading north and he could make out land ahead and on the starboard side. The land ahead was about 4 miles distant and the land on the starboard about half a mile off. The land on the starboard was the island of Mendoro. The island was 45 miles from Hongkong. The land ahead was the mainland of China. As soon as the cable was slipped he went full speed for Hongkong, but it being a cloudy, thickish night he turned back after making Cag A'Agular light, and entered port about 7.30 a.m. with all the passengers and ship's officers on board, with the exception of the captain, who was dead, a European passenger who was also shot, and a Malay quarter-master who was either thrown or chased overboard. The murders had been committed in the early part of the attack. Mr. Petersen's body was found on the quarter-deck aft by the second officer, who reported to him (witness) the first officer. He was a first-class passenger of German nationality, and was a lighthouse-keeper in the Service of the Chinese Government. When he came aloft off the bridge, in the morning, he saw the body of Petersen lying on the quarter-deck with four wounds in the head. The Captain's name was Thomas Guy Pocock, an Englishman, 45 years of age. Capt. Pocock joined the ship last May. He was a married man and his wife and four children resided in Hongkong. The second engineer, third officer, two quartermasters, one sailor and one cook were killed. None of the passengers were injured. At no time during the whole affair was it possible for interference. The arms on board the ship were—1 dozen rifles, a dozen cutlasses and 14 revolvers, which were kept in racks in the companion leading down to the saloon. A revolver, however, was kept in each officers' room, and a dozen cutlasses in the officers' mess-room. The whole contents of the arms were seized by the pirates; this had found out as soon as he got free from confinement in the captain's cabin. He could not say exactly what the ship's allowance of ammunition was. It was about 8 or 9 boxes of cartridges for revolvers, and 6 or 7 boxes of cartridges for cutlasses. The whole contents of cartridges was kept in each of the officers' rooms. The ball cartridges were kept in the magazine, in the after "peak," but some of them was kept in a box at the head of the saloon staircase. No rifle shots were fired, as far as he knew, and no sword cuts were inflicted on the passengers or crew. He had seen the photo of a number of criminals, and recognised one of them as being concerned in the attack. He had no reason to believe the crew were mixed up in this affair. [At this juncture witness was shown a book containing picture of notorious Hongkong criminal named Wong Sing, and a photograph of a chief.] Continuing the witness said he had seen the book of photos handed him in Court by Inspector Stanton and had pointed out the photo of the man who appeared to be the leader of the pirates. He was prepared to swear that that was the photo of the chief. He had seen the photo on board the *Namoa* yesterday, when the book was handed him by Inspector Stanton. Mr. Stanton did not show him any particular photo; but he (witness) recognised all the photos of the chief easily. He found all the *Namoa's* tools stowed in drawers beneath the deck. This was done to prevent the probable object of preventing the ship from pursuing them, or it might have been to prevent them from leaving the ship. The last he saw of the junks was when they were steering into a small bay at the north of Tai-nan-tai Island. They were following one another. The method of attack showed a good knowledge on their part of everything connected with the ship. Their demeanour was insolent, noisy, violent; and they kept up a constant howling and cursing; they were shouting the whole time. They were using revolvers and guns. They were engaged at first by the shooting every one in the saloon, but after hearing the Captain they appeared satisfied. He had no idea why the pirates shot the Captain. It appeared to him that the Captain offered no resistance, and he did not hear that he had offered any resistance. The Captain was not a violent man at all and he (witness) thought it was highly improbable that he offered any resistance after agreeing to go up on deck and give up all valuable. The *Namoa* ran into the inner Amoy anchorage twice a month.

The names of themselves did not know, but he told them that their passage under the protection of the Swatow was not known.

My papers were maintained on board. They were allowed to roam all over the ship, except about the galley, and the afterpart being reserved for saloon passengers. As far as he was aware, there were no special reasons why there should have been an attack on that voyage. They had the usual number of passengers, who appeared to be of the usual class, — not specially rich. The pirates opened the treasure-room, taking the key of it from his (witness's) drawer. One of the wounded officers was shot in the wrist when at liflin, and the other while in the act of coming on board, distinguishing none of the faces of the men on board. The insolence of the pirates manifested itself in the way they jostled the passengers and hit him (witness) in the face with a revolver. The Captain was quite unconscious when he (witness) entered the cabin, and died with, apparently, little suffering.

J. F. Saunders, marine surveyor of Foochow, said he was a passenger on board the steamship *Namoa* on the 10th instant. The *Namoa* sailed at 8 a.m. and he got down to liflin at 1 o'clock. Himself, the Captain, chief officer and Mr. Wales were the only passengers on the saloon table. After tea, he got up the table about 10 a.m. and a regular, stately, beautiful vessel and several were fired off. He got up, and was about to go on deck but being fired on in the companion way he was forced to beat a retreat and go into the bath-room for safety, where he stopped for about forty minutes. During that time the pirates threw down a lot of things, like stinkpots, into the saloon—at least half-a-dozen of them. They were lighted and thrown down, and exploded in the saloon. They also fired shots into the saloon, but did not hit anyone. He left the bath-room when the second officer, boatwain and several others came on into the saloon and told him that if he would come up into the captain's cabin they would spare his life. He went up into the captain's cabin, with the other passengers and was shut in by the pirates. The pirates were all dressed like coolies with the exception that they had a red string, or rag, as a badge. One of their revolvers was attached to a string. The chief had a cutlass as well as revolver. He saw the captain was dying when he got into his room. He had a wound in the right breast and was conscious at that time. The chief officer and chief engineer were in the captain's cabin. The Captain told him to say "good by" to his wife, and then he was shot again. The other doors of the captain's cabin were then fastened. The captain died at 20 minutes past 1 o'clock precisely. He did not say how he came to be shot and did not appear to suffer much pain being in a semi-comatose state. His lips were wetted with water by the chief engineer. Water was passed into the captain's cabin in a tin pan, by one of the ship's boys. After that the "boy" was "rushed" away below. He passed the water in through a side door of the captain's cabin. Witness did not know whence the water was obtained. The pirates did not try to prevent him from handing in the water. He was about 7 hours in the captain's cabin—that was about 7 hours minus 10 minutes to 11 p.m. During the whole of the time he saw nothing of communication from the outside. He found the captain was in a horrible state in the morning, and his (witness's) cabin had been ransacked. Some of his clothing was missing, but he could not say so for certain. His portmanteau were there, in the cabin but the contents of one of them was strewn all over the place. He put his watch in his trouser's pocket before going on deck, and managed to conceal it. That was how he was able to state in the time of occurrences with accuracy. While in the captain's cabin he could not see anything that was going on. A great noise was going on all the time, and some firing as well. He thought he could not tell any more of the pirates. He could not see the man who fired at him, but he was coming up the companion ladder. A third man, who was standing outside the door of the captain's cabin, he could also identify, for he saw him distinctly through the venetian in the said cabin door. He had been shown a book of photos by the police. At this point in the proceedings a book containing the photos of criminals was introduced and he identified the man who was on guard on the companion and who fired at him, witness. He was the man whom he also saw through the venetians. He next identified the man who was on the port side of the companion. He found the man, a man whom he saw on the port side of the companion. He was prepared to swear positively, and did swear, that the photos pointed out were the likenesses of four of the pirates. He could not see who fired the shot at the captain. He did not see any one killed. He was not, himself, wounded. (Witness was then shown another book of photos) Continuing, witness said he could not say that any of those photos were portraits of the pirates. Again shown a book of photographs, witness said he identified the photo of one man, which was the same as one of the photos in the first book inspected by him. Mr. George Mackenzie, a missionary of the Arogy, said he was on board the steamship *Namoa*, on the 10th instant. He went down to liflin at 1 o'clock and after finishing the first course he heard shots fired on deck and so hid behind a state-room door. At that time he saw the pirates on the companion ladder, shooting into the saloon. They were firing some time. The captain, through the steward, asked the pirates what they wanted. The firing then ceased and the captain went up on deck upon the understanding that he would not be shot. While the captain was parleying with them, he (witness) came out of his cabin and saw the captain going up the companion ladder. He saw the report of fire-arms was distinctly audible from the direction of the captain's cabin. A few minutes later, in consequence of a message from the pirates to the effect that they would spare their lives if they all went up into the captain's cabin, he went up stairs and was shut up in the captain's room. Upon entering he saw the captain lying on his bed, dying. He said "my poor wife," once or twice. As soon as all of them (the passengers) were up in the captain's cabin the pirates closed the door. He remained in the cabin until about 11 p.m. when he was released. He saw the captain besides him. From the cabin he could see nothing of what was going on outside. He (witness) was not wounded. He lost a gold watch and chain and about 25 in gold. His valuables were delivered up on the demand of the pirates. One of the pirates opened the door and demanded that all (prisoners) should give up their valuables. He could not identify the pirate who made the demand for the valuables. He saw no distinctive mark on the pirate, but he may have said a man nevertheless, for they were all dressed like coolies. He could not see the man clearly. The saloon was full of fumes, and stench, caused by the stinkpots (toothpots) and revolvers shot. The stinkpot smell of sulphur. The stinkpots were about six inches in length and some four inches in thickness. They ceased to fume up only. They sent fire to the wood-work in the saloon. He had no special information that he would live or give his life. He was a very miserable but could not speak of confession. There was a considerable noise and confusion all the time. They might all have been under the control of one man for all he knew. He could not judge if it was very well organized (it) or not.

Mr. A. K. Chandler, clerk in the Messing Water and Dock, said he was a first class

The Hongkong Telegraph.

N^o. 2721.

THURSDAY, DECEMBER 18, 1890.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON:
Head Office, 40, Threadneedle Street.
West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT.
Issues Letters of CREDIT, forwards Bills for
Collection, and Transacts Banking and
Agency Business generally, on terms to be agreed
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,000,000.
RESERVE FUND £1,000,000.
RESERVE LIABILITY OF PROPRIETORS £1,000,000.

COURT OF DIRECTORS:
CHAIRMAN—H. L. DALRYMPLE, Esq.
PRESIDENT—J. S. MOSES, Esq.
T. E. DAVIES, Esq. A. MC CONACHIE, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPKINS, Esq. L. POWERS, Esq.
Hon. J. J. KESWICK, Esq. D. R. SASSOON, Esq.

CHIEF MANAGER,
HONGKONG—T. JACKSON, Esq.
MANAGER,
SHANGHAI—JOHN WALTER, Esq.
LONDON BRANCHES—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per Cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:
For 12 months, 5 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 11th September, 1890.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, from 10 to 4 P.M., and on SATURDAY, from 10 to 1 P.M.
 - 2.—SUMS LESS THAN £1, or MORE THAN £250 at one time will not be received. No Depositor may deposit more than £250 in any one day.
 - 3.—DEPOSITORS in the SAVINGS BANK, having £100 or more at their credit may, at their option, transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 4 per Cent. per annum interest.
 - 4.—INTEREST at the rate of 3 1/2 per Cent. per annum will be allowed to Depositors on their fixed deposits.
 - 5.—EACH DEPOSITOR will be supplied with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and the beginning of July.
 - 6.—CORRESPONDENCE as to the Rules of the Bank, may be sent to the HONGKONG AND SHANGHAI BANKING CORPORATION, who will be forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, for the production of his PASS-BOOK, is necessary.
- FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 24th May, 1890.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL £1,000,000.
PAID-UP CAPITAL £250,000.
RESERVE FUND £250,000.

BOARD OF DIRECTORS.
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Managing Director.
Hon. C. P. CHATER, Vice-Chairman.
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS,
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and on Buildings.
Properties purchased and sold.
Estates Managed and all kinds of Agency and Commission business relating to Land, &c., conducted.
Full particulars can be obtained at the Company's Office, No. 11, Queen's Road Central.
A. SHELTON HOOVER,
Secretary.
Victoria Buildings,
Hongkong, 24th May, 1890.

Intimations.

KELLY & WALSH, LD.

AGENTS IN HONGKONG AND CHINA FOR THE
"MERRITT" TYPE WRITER,
PRICE \$20.00.

ALTHOUGH the "Merritt" cannot be manipulated so rapidly as the "Remington," "Hammond" and other high priced machines, a fair rate of speed may be obtained with a little practice, whilst the work produced is just as effective and the cost nearly one eighth of that of its competitors.

There is nothing to learn, the mechanism is of the simplest kind; and it is almost impossible to get out of order. COMPLETE for \$20. It may be seen at work at our store.

Received per English Mail, Christmas Numbers of the "Graphic," "Illustrated London News," "Illustrated Sporting and Dramatic News," "Yule Tide," "Ladies Pictorial," "Pictorial World," "Arrowsmith's Magazine," "Art Annual," "N.B."—The Pictures are not spoiled by crushing.

BOOKS OF THE DAY.
General Booth's "In Darkest England,"
Froude's "Life of Lord Beaconsfield,"
Caine's "Pictorial India,"
Marion Crawford's "A Cigarette Maker's Story,"
A few copies of each of the above, are to hand by the mail, and large supplies ordered in anticipation, will be here shortly. Orders should be sent in to us early.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 10th December, 1890.

CHAMPAGNES.

CLARETS.
BURGUNDIES.

Best brands—choice vintages.

CALDBECK, MACGREGOR & CO.,
Hongkong—15, Queen's Road.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.
CHRISTY & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERA and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and
CALCUTTA PITH HATS.
TWEED CAPS.

Hongkong, 28th July, 1890.

CHRISTMAS, 1890!!

CHRISTMAS AND NEW YEAR PRESENTS.

NEW ELECTRO-PLATED SILVER WARE.
FANCY GLASS AND CHINA.
FANCY LEATHER GOODS.
MENU and GUEST CARDS.
NEW TABLE LAMPS.
PIPES and CIGAR HOLDERS.
CHILDREN'S CARDS.
NEW IN-DOOR GAMES.

CHILDREN'S TOYS.

Christmas Decorations.

A QUANTITY OF THE LATEST NOVELTIES SUITABLE FOR PRESENTS.

CHRISTMAS DELICACIES.
New Season's PUDDING FRUITS IN BULK.
SOUPS:—Real Turtle, &c. &c.
FISH of all kinds.
GAME and other Patties.
TONGUES in Canvas and Tins.
Curries, Chutneys, French and English Vegetables, assorted Pickles, Flavoured
Jellies, Orange and Rose Flower Water, Celery in Juice,
Horse-radish, &c., &c.

DESSERT FRUITS.
METZ FRUITS and DATES.
MUSCATELS, SYMRA FIGS, APPLES, ELVAS PLUMS, PRUNES.
DRIED APRICOTS and PEACHES.
NUTS:—Almonds in Shell, Brazil, Filberts and Barcelona.

PLUM PUDDINGS and MINCEMEAT.
FINEST SELECTED YORK HAMS.
WILTSHIRE-CURED STREAKY BACON and BATH CHAPS.
GORGONZOLA, CHEDDAR, and STILTON CHEESE.

"CHRISTMAS" and ASSORTED
BISCUITS.
ICE WAFERS, SHORT-BREAD.

FRENCH and ENGLISH CONFECTIONERY.
FANCY CHOCOLATE and CHOCOLATE CREAMS.
FANCY BONBON BOXES.

WINE, SPIRITS, LIQUEURS, BEERS, &c.
Our usual Assortment of First-class Brands.
AYALA & Co's EXTRA DRY CHAMPAGNE.

LANE, CRAWFORD & CO.
Hongkong, 15th December, 1890.

PIANOS
ON
HIRE.

A. HAHN.
GRAND CHRISTMAS SHOW

PIANOS
FOR
SALE.

TOYS and other useful PRESENTS.
X-MAS-TREE-DECORATIONS.
SWEETS and BONBONNIERES,
&c., &c.
Quality Superb.
Open daily (Sundays excepted) from 9 A.M. to 10 P.M.
No. 2, PEDDER'S STREET,
Hongkong, 16th December, 1890.

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE, AND
FANCY GOOD.

THE Undersigned has received instructions
to Sell by Public Auction on
SATURDAY,
the 20th December, 1890, commencing at 2.30
p.m. sharp, at his Sale Rooms,
Duddell Street.

A QUANTITY OF
HOUSEHOLD FURNITURE,
Comprising:—
DRAWING ROOM SUITE, SILK
TAPESTRY COVERED, Marble-top TABLES,
Marble-top CENSOLE, TABLE and GLASS,
PICTURES, MIRRORS, PINOS,
EXTENSION DINING TABLE & CHAIRS,
SIDEBOARD with Mirror-back, PLATED,
GLASS and CROCKERY-WARE, CUTLERY,
etc., etc.

Single and Double IRON BEDSTEADS
with Patent WIRE MATTRESSES, Single and
Double WARDROBES with glass doors, front,
Marble-top WASHING STAND and DRESS-
ING TABLES, BED-ROOM FURNITURE,
&c., &c.

An Invoice of very fine BOHEMIAN
DECORATED GLASS WARE, comprising
LIQUOR SETS, TOILET SETS and other
ORNAMENTS.

OTHER FANCY GOODS.
The above will be on view on Friday P.M.
TERMS OF SALE:—Cash on delivery.
G. R. LAMBERT,
Auctioneer.
Hongkong, 15th December, 1890.

Masonic.

VICTORIA CHAPTER,
No. 525.

THE FIRST REGULAR MEETING of the
District Grand Chapter of Hongkong and
South China will be held in the FREEMASONS'
HALL, Zeland Street, TO-MORROW, the 19th
instant, at 8.30 for 9 P.M. precisely.

All Royal Arch Masons, Members of this
Chapter, are cordially invited to attend.
Hongkong, 16th December, 1890.

ZETLAND LODGE,

No. 125.

AN EMERGENCY MEETING of the above
LODGE will be held in FREEMASONS'
HALL, Zeland Street, on SATURDAY NEXT,
20th instant, at 8.30 for 9 P.M. precisely.
Visiting Brethren are cordially invited.
Hongkong, 15th December, 1890.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"POKIAN,"
Captain Roach, will be despatched for the
above Ports, TO-MORROW, the 19th instant,
at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS, LIPPAIK & Co.,
General Managers.
Hongkong, 17th December, 1890.

FOR NAGASAKI (DIRECT).
THE Steamship

"RIVERSDALE,"
Captain Money, will be despatched as above
TO-MORROW, the 19th December, at DAY-
LIGHT.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 17th December, 1890.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND
ADELAIDE.

(Calling at TIMOR, PORT DARWIN, and QUEEN-
SLAND PORTS, and taking through Cargo to
NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"
Captain Craig, will be despatched for the
above Ports, on MONDAY, the 22nd instant, at
4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 11th December, 1890.

STEAM TO STRAITS AND BOMBAY.
(Calling at Colombo if sufficient inducement
offers).

THE P. & O. S. N. Co's Steamship

"THERAN,"
Captain C. D. Sans, R.N.R., will leave for the
above places, on WEDNESDAY, the 24th
instant, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 16th December, 1890.

STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.

(Passing through the INLAND SEA.)
THE P. & O. S. N. Co's Steamship

"VERONA,"
Captain F. H. Seymour, will leave for the above
places, on SATURDAY, the 27th inst., at DAY-
LIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 15th December, 1890.

THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.

FOR LONDON.
THE Company's Steamship

"OANPA,"
W.S. Thomson, Commander, will be despatched
as above, on about the 1st proximo.
For Freight, apply to
ARNOLD, KARBERG & Co.,
Agents.
Hongkong, 15th December, 1890.

Shipping.

STEAMERS.

UNION LINE.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"GUY MANNERING,"
Captain Ford, will be despatched for the
above port, on or about the 15th January, 1891.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 17th December, 1890.

SAILING VESSELS.

FOR NEW YORK.
THE 3/4 L. I. American Ship

"SEA WITCH,"
Thibbets, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, 3rd November, 1890.

Canada.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

ABYSSINIA, SUNDAY, Dec. 1st.
PARTHIA, TUESDAY, Dec. 30th.
RATAVIA, SUNDAY, Jan. 25th.

THE Steamship

"ABYSSINIA,"
Captain Williamson, R.N.R., sailing at NOON,
SUNDAY, the 21st December, will proceed to
VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria \$110.00
To Port Townsend, Seattle, Tacoma \$110.00
To Portland, Oregon \$120.00
To Winnipeg, Minneapolis, St. Paul \$150.00
To Chicago, Kansas City, Milwaukee \$175.00
To St. Louis, Detroit, Cincinnati \$180.00
To Hamilton, Kingston, London (Ont.)
Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara \$200.00
To Quebec, Boston, Portland (Maine) \$205.00
To Halifax, St. John's \$210.00
To Liverpool \$375.00
To London, via Liverpool \$430.00
To Paris and Bremen \$445.00
To Havre and Hamburg \$450.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
Prepaid return tickets to Pacific Coast Ports,
and to Eastern and Interior Points of Canada
and U.S.A. will be granted, available for—
6 months at 25 per Cent. off Return Fare.
(Time reckoned from date of landing to
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to In-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets but who re-
mained within 12 months from date of landing
at Vancouver will be allowed 10 per Cent. off
the return fare.

Prepaid return tickets to European points will
be issued, available for 12 months at double
fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer
to the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 16th December, 1890.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERIAN,
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship

"THAMES," Captain W. A. Seaton, with Her
Majesty's Mail, will be despatched from this
LODGE, on THURSDAY, the 25th inst., at NOON.

Cargo will be received on board until 4 P.M.
Parcels and Specie (Gold) at the Office until
4 P.M. on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo for
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or
Colombo, according to arrangement.

For further particulars regarding FREIGHT and
PASSAGE apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

This Steamer takes Cargo and Passengers for
Marseilles.

E. L. WOODIN,
Superintendent.
F. & O. S. N. Co's Office,
Hongkong, 15th December, 1890.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"OCEANIC,"
will be despatched for San Francisco, via
Yokohama and Honolulu, on FRIDAY, the 19th
December, at 3 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 325.00
To London 332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers who have paid full fare re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per Cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 10A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 15th December, 1890.

NORDEUTSCHER Lloyd.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, PENINSULA, GENOA,
ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS.

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of December,
1890, at 11 A.M. the Company's Steamship
"SACHSEN," Captain K. G. Gode, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port for above Calling at Genoa.

Shipping Orders will be granted till Noon.
Cargo will be received on Board until 4 P.M.
Specie and Parcels until 3 P.M. on 20th
December, (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

The Steamers has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 24th November, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via
YOKOHAMA, on TUESDAY, the 18th January,
at 2 P.M., taking Passengers and Freight for
Japan, the United States and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Decatur, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 325.00
To London 332.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS.

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LENSES.

RAPID RECTILINEAR LENSES by Taylor Taylor and Hobson with Iris Diaphragms. These are *bona fide* English made lenses and will give results quite equal to Ross or Dallmeier lenses at a considerably reduced cost.

1/2 pl. 1/2 pl. 1/2 pl.
\$20 \$25 \$30

MIDDLEMIRIS CAMERAS.

The perfection of a Tourist Camera and Portable Camera of good solid construction manufactured expressly to our order, each with 3 double dark slides, tripod stand and case.

1/2 pl. 1/2 pl. 1/2 pl.
\$20 \$25 \$30

Kodak Camera, No. 1, a most acceptable Christmas present to anyone.

PHOTO SUNDRIES.

Spare carriers for Dark Slides. Dishes: Glass, Enamelware, Volcanite, Measures, Moulds, Albumenized Paper, &c., &c.

(Telephone No. 66)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 8th December, 1890. [1635]

WINES AND SPIRITS.

BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY
"SODAS"

We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order. FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order. Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [5]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 18, 1890.

One of the greatest, as it is the most popular delusion in this colony, is what is conveniently, and for lack of a more appropriate name termed public opinion. This is a confirmed article of faith, an almost universal fetish, from the head of the Government down to the petty scribbler who is responsible for the comical and strangely diluted productions which the readers of the *Daily Press* have to swallow as editorials with the maternal blosier; yet, so far as the British community is concerned, it has no tangible existence. —as we have said, it is, a popular delusion. There are no well defined "classes" in Hongkong, as is the case in any English town of similar size, to form that important political and social factor which at home so greatly influences, if it does not actually

direct, the machine of local government. In fact, to put the matter in the plainest words, there is only one class here that is permitted to represent anything or anybody, and its members have acquired, after years of experience, the happy knack of carefully and most effectually representing themselves collectively, and their respective interests individually. Hongkong has a self-constituted sort of political upper class of limited dimensions, comprising the leading merchants, two or three bank managers and wealthy landowners, some few high-toned stock-brokers and general "jobbers," and Mr. Jno. J. FRANCIS, Q.C., a numerous middle-class, which includes store-keepers, the legal and medical practitioners, the drudges of the Fourth Estate, architects and surveyors, commission agents and auctioneers, the unclassified array of clerks and what are called assistants, the rank and file of the once all-powerful but now greatly depreciated army of sharebrokers, a limited number of resident engineers, shipwrights, etc., a variety of hotel and innkeepers, and persons engaged in several other occupations. Of the real laboring classes, "the backbone and sinew" of the British nation according to fervid orators at election times, we have none outside the Chinese, and the potent *vox populi* of the ancient Romans is consequently as dead as Queen Anne. As the members of the lower middle class are to a very great extent dependent for their worldly success on the patronage and support of the influential "upper house," and scarcely can say that their souls are their own without giving grievous offence to their patrons, it has come to pass that, any political views as to rights of citizenship, or ideas of manly independence they may have once believed in, have been crushed out; the soothing influence of the almighty dollar has achieved a most decisive and notable victory. The actual situation is therefore easy to define; there is only the dominant class recognised in the colony as having any rights or privileges whatever—beyond that doubtful privilege of being graciously permitted to pay a most outrageous taxation,—which the lower orders equally enjoy, so that the personal desires of the three or four wire-pullers who effectually control the rest of *Nous Autres*, form that convenient excuse for so many errors of commission and omission—so-called public opinion.

All that we have just set down is perfectly well known, and although the position is rather an ignominious one, it is nevertheless generally submitted to with a fairly good grace, on the principle that what cannot be cured must be endured. There are naturally some unruly dissentients; but these are superfluously regarded as iconoclasts, rabid advocates of the universal rights of man, opponents of the one law for the rich and another for the poor theory and practice, believers in the equal claims of all tax-payers to the recognised privileges of citizenship—and are accordingly marked "dangerous" and ruthlessly stamped out of existence whenever a favorable chance occurs. But if it is the case, as we contend, that public opinion has no tangible existence—outside occasional independent press utterances, it must necessarily follow that local institutions such as the Legislative Council and the Sanitary Board, which are supposed to reflect that opinion, are very inadequate representatives of the citizens and the colony's interests. And that is the precise impression we wish to convey to our readers. The official class in matters political represent the Government alone; the public welfare, or what is supposed to be the public welfare, is no doubt the goal to be reached, but apart from all personal ideas the officials must reach that goal in exact accordance with their instructions. They are allowed no latitude whatever; but whether the policy is good or bad, they represent something definite, and their positions, however much in need of amendment, are at least comprehensible. It is not so with the unofficial representatives; each member must be credited with working as he considers best for the common end, but as a body they have no recognised organization, no defined duties or obligations either to the general public or to each other, and in fact there is no actual bond of union between them and the vast majority of rate-payers. An exception to these sweeping assertions may, perhaps, be found in the case of the Chinese Member; the existence of a very strong Chinese public opinion in our midst has been sufficiently demonstrated in the past to admit of any doubt now, and as Dr. Ho Kai is the duly elected representative of his nationals, his position in the councils of the colony is as unique as it is gratifying to Chinese aspirations. Members of the Legislative Council nominated by the Government without reference to the wishes of the community may or may not prove reliable safeguards of public *serius* official or purely personal interests; but in any case

they are not the elect of the rate-payers, and it will hardly be denied that this is a very singular anomaly in these levelling and enlightened days. The necessity for the right of Government nomination in appointing unofficial legislative councillors, if it ever really existed, has no longer any reason to live even in Crown colonies; and we believe that Hongkong is absolutely the last important station that is still burdened with these galling and unconstitutional fetters. The same argument applies, if in a lesser degree, to the members of Council elected respectively by the Justices of the Peace and the Chamber of Commerce. They may represent the views of these two institutions, but that does not mean that they must also of necessity equally represent the general community. The *ipse dixit* of Governor Bowen, that this method of selection was the only form of popular election practicable in Hongkong, was like a great many more of that foolish old gentleman's frothy enunciations, a compound of inexcusable ignorance and careless misrepresentation. It had the effect, however, of introducing a baneful "class" system in our local government which would not have been tolerated elsewhere, and of swamping the natural and legitimate aspirations of the community for an elective Municipal Council like those in other colonies, to manage all local affairs. The time is now ripe for important reforms in this direction, and the return to the colony of Governor Sir Vaux is a fitting opportunity to begin the good work. There is sufficient influence, ability and energy amongst the despised middle lower class to effect any measure of reasonable reform against all opposition, if these qualities are only properly applied. We have debating, literary and other societies flourishing in our midst; we have lately seen a Marine Officers' Association become a power in the colony; and a powerful Institution of Marine Engineers has, in keeping with the spirit of the times, just sprung into existence for the purpose of protecting the interests of that influential body. The formation of a Political Club or Society would present no insuperable difficulties, and under capable management would probably obtain within a few months important measures of reform that the Government, if left to itself and the influences of the favored few who are at present enjoying privileges that belong to the many, will probably "sleep on" for years.

TELEGRAMS.

AMERICAN FINANCE.

LONDON, December 16th.
Silver Securities are advancing at New York, owing to the belief that legislative action will prove favourable.

(From Singapore Papers.)

THE IRISH PARTY.

LONDON, December 17th.
A split in the Parnellite party has taken place, fifty-four members elected Mr. Justin McCarthy as Chairman, and thirty-one confirmed the election of Mr. Parnell as Chairman. A manifesto by the Bishops condemning Mr. Parnell has been read in the Irish churches. Mr. Gladstone declines to state his intentions in the matter of Home Rule until the question of the leadership of the Irish Party is settled.

THE PARNELLITE SPLIT.

December 16th.
Mr. Justin McCarthy yesterday occupied Mr. Parnell's seat in the House of Commons. Mr. Parnell intends going to Ireland to address meetings in the chief towns.

RAUB.

SINGAPORE, December 16th.
The following telegram, being a condensation of the report for the fortnight ending 6th inst., was received in Singapore yesterday, and was forwarded to Brisbane.

KUALA KUBU, December 9th.
Work progressing as usual. Prospects remain unchanged. Battery stopped three days owing to floods. Pumps able to keep mine dry.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Thibi* left Bombay on the 16th inst. at noon for this port.

We note the name of Mr. J. D. Clark, Editor and Proprietor of the *Shanghai Mercury*, amongst the passengers booked through Shanghai by the M. M. Co.'s steamer *Sydney* which arrived in port this morning.

MR. CLADSTONE has been giving his opinion of the poet Burns. "Far be it from me" (he says) "to judge or to say that Burns was religious. I am glad to see that he even acknowledged a religion. I am not a fair judge. As for myself, I build upon historical Christianity the great world fact of 1800 years."

In another column we publish the programme of the next Hongkong Jockey Club meeting which is to be held somewhat earlier than customary. Nine events are billed for each of the first two days and ten for the third, making in all twenty-nine races. We are glad to notice that the objectionable selling-races which appeared on last year's programme have been eliminated from the present one, for they can well be spared. Given ordinary luck in the form of fair weather and a good track, the forthcoming meeting will be a success, and the most interesting ever held in Happy Valley.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Pekin*, with the next English mail, left Singapore for this port at 5.30 p.m. yesterday.

THE agents (Messrs. Carlowitz & Co.) inform us that the Navigazione Generale Italiana steamer *Bernardo*, from Bombay, left Singapore for Hongkong this morning, and is due on the 25th inst.

CANYON Scott Robertson figures it out that in 1889 people in the British Isles have given £1,301,306 for foreign missions work. He estimates that about £700,000 of this came from members of the Church of Darkest England.

OVER 200 clergymen of various denominations have issued, through the *Leeds Mercury*, an appeal on the subject of gambling and betting. They beg their fellow-townsmen to eschew these evils in all forms. Leeds, they declare, has been mentioned among the places where the evil is strongest.

THE weather to-day was hardly what could be termed favorable for an enjoyable outing on the water, being both cold and windy. A good number, however, availed themselves of the invitation of the V. R. C. committee and patronized the *Marina* which had been specially chartered to act as Flaggship. A full report will appear in our next issue.

THE *Deseret News* of Salt Lake, official organ of the Mormon Church, does not indorse President Woodruff's manifesto against plural marriages. The editor of the *News* served two years in the Penitentiary to atone for his plural marriages, while President Woodruff and George Q. Cannon left the Territory. He cannot be expected to endorse over a manifesto which does not affect him or save him from the "persecution" endured for the church.

Adopting Mrs. Donanza Mackay's recent action for libel against a paper which said she used to wash for her living, a Yankee journalist alludes to her as "the mother-in-law of a Colonel trembling at the shadow of a washboard," and says that "in the estimation of a reflective being the story of the wash-tub would add as much to the interest attaching to Mrs. Mackay's personality as that which Andrew Carnegie gains from the story of his entering Pittsburgh on foot with a loaf of bread under each arm."

THERE are no "sturdy beggars" who can compare for brazen effrontery and hog-like pertinacity with the aristocratic mendicant. The death of Mrs. Charles Grey has afforded an example of the indecent rapacity of this class. Mrs. Grey had for many years occupied one of the best apartments in St. James's Palace. Within a few hours of her death being announced there were literally scores of applicants for the apartments, and before the funeral had taken place they could be counted by hundreds, and were assailing personally, by letters and by telegram, every human being whom they conceived likely to aid them in the struggle. This ravenous horde will *Truth* says be disappointed, for I have reason to believe that the Queen has decided to offer Mrs. Grey's apartments to the Duke and Duchess of Connaught.

THE *Times* reports that Mr. Bryce Douglas, managing director of the Naval Construction and Armaments Company, has returned from America and reports that he has secured the subsidy from the Dominion Government for a fast Atlantic line, which will require four large twin-screw steamers, whose speed will not be less than 20 knots. The scheme also embraces a line of fast steamers between Vancouver and the Australian colonies, touching at the Sandwich and the Fiji Islands, for which a separate subsidy has been voted by the Canadian Parliament, and negotiations are now pending with the Australian Governments for their quota of the subsidy, which will, no doubt, be forthcoming, as the time to Australia will be reduced by the Canadian route by about three days. It is proposed that the steamers shall call at Brisbane as the nearest port, and from this point the line will be connected with the Australian railway systems. The Naval Construction and Armaments Company have received an order from Messrs. James Little and Co., Glasgow and Barrow, for building a steamer 4,300 tons, which will be engaged by Messrs. Westray and Copeland, Barrow.

At the Legislative Council meeting on Saturday the Orders of the Day will be:

Financial Minutes.

Report of the Finance Committee.
Hon. T. H. Whitehead will ask the following question—will the Government lay on the table a statement showing the aggregate amount of Light Dues collected from 1st January to 31st March last, both days inclusive, and from 1st April to 30th November last, also both days inclusive.

2. Second reading of the Bill entitled "An Ordinance for the naturalization of Lai Si Tong."

3. Second reading of the Bill entitled "An Ordinance for the naturalization of Choi Wai, otherwise Choi Tsun."

4. Third reading of the Bill entitled "An Ordinance to repeal Ordinance No. 13 of 1860, for the establishment of a Civil List."

Committee of the Bill entitled "The Gambling Ordinance, 1890."

Committee on the Bill entitled "An Ordinance to amend the Law relating to Bankruptcy."

A MEETING of Anarchists took place at New York on the 12th ultimo in the Cooper Union, to commemorate the deaths of the martyrs of the working people who were murdered at Chicago on November 11th, 1887. Thousands of persons gathered, mostly poor Polish Jews. The building was packed and hundreds were turned away. Large portraits occupied "places of honour" below the speaker's table. Pictures of spies Fischer, Parsons, and Engel were upon the platform, which was draped with black and red with Anarchist legends. The cloth which hung from Lang's picture bore the following legend in white letters on a red ground—"If you assault us with your Gatling guns we will use dynamite on you." When Captain McCullagh arrived with a police, he ordered this motto to be removed. The chairman and others protested, but McCullagh insisted, the motto was finally removed. Lucy Parsons, the first speaker, said—"Weep not for the dead, but for yourselves and your children. Your liberty is gone; you are at the mercy and dictation of a policeman's club. Capitalists may erect a scaffold at every milestone in America, but they cannot impede your progress. Illinois has yet to reverse the sentences upon these men, as Virginia reversed the sentence upon John Brown." Johann Most, the anarchist leader, delivered a bloodthirsty speech in German.

GREAT festivities are being planned for the anniversary of the Tsar's silver wedding which is fixed for November 1891.

LUSCOMBE Scarell tells the *London Telegraph* that he has been shipwrecked twice—once through his piano-playing, which caused the captain and crew to neglect their duty. He also states that he is "covered with spear-wounds received in fights with the natives in the early days of the Palmer goldfield, in Queensland. I have a large scar on the back of my leg. I got this at a place called Hell's Gate, on the road from Cooktown, in a narrow defile of rocks where the blacks used to wait for us, and we had to fight for our lives. They, however, preferred the Chinese to Europeans. Once the blacks caught a dozen of them, put them in pens, fattened them on rice, and demolished them one at a time. The reason of their preference for the Celts was that their diet, being principally composed of rice and vegetables, they were more palatable than Europeans fed on meat." Good old yarn, let us embrace thee. How old have we met before!

About three months ago we published correspondence from Korea to the effect that Mr. Greenhouse, U. S. Consul-General at Yokohama had virtually accepted the appointment of Vice-President of the Korean Home Office—whatever that may mean. Confirmation of this news is to be found in a late issue of the *Japan Herald* which understands that Mr. Greenhouse, the U. S. Consul-General, has telegraphed the resignation of his post to Washington, and has asked for its acceptance by telegram. He will, probably leave in a few days to take up his appointment as Vice-Minister at the Korean Home Office. We believe that it is the highest office to which any foreigner has yet been appointed by the Korean Government—it is not "the highest office to which a foreigner has yet been appointed by the Korean Government," Judge Denny held the same office and von Möllendorff, a German, capped it by two points at least; and there is no gainsaying that both Denny and Möllendorff were well worthy of the high honours conferred upon them by what is probably the most impotent and corrupt Administration that exists.

THE following items are culled from the *London and China Express*:

Major-General W. H. McCausland, Royal (late Madras) Artillery, has retired upon pension and extra gratuity. He served in the China War of 1860—capture of the Peho Forts (medal with clasp).

A requisition signed by distinguished persons of all creeds and politics was presented to the Lord Mayor on the 12th inst., asking him to call and preside over a public meeting at the Guildhall on the subject of the persecution of the Jews in Russia. The Lord Mayor readily complied, and the meeting will take place at an early date. The Acting Chief Rabbi has also sent out a form of prayer to the president of every Jewish congregation in the United Kingdom, requesting that it may be read in the synagogues on the next three Sabbaths.

A horrible crime was discovered during the recent voyage of the *Continents*, with the Governor-General of Indo-China, up the Mekong. At Phenom-penh, the capital of Cambodia, three heads were exposed which had been struck off the day previous by order of the native judges. The three men killed the wife of one of the *felus*, which they cooked with certain herbs and ate so as to be lucky at gambling. The crime, says the correspondent of the *Times*, who reports it, gives an idea of the extent to which the passion for gambling prevails. One of the assassins was a native doctor.

At Meppen, in East Friesland, there reside two young Chinamen, who are pursuing their studies, and it has been known some time that there existed between them a very bad feeling. On Sunday last the quarrel culminated in a shooting affair, the elder shooting twice at his companion, who ran into the street, where he was again fired at no less than three times. Happily, only one of the bullets took effect, and the young Chinaman was slightly wounded on the ear. The elder Chinaman was immediately taken into custody, and the whole affair was wired to the Chinese Legation at Berlin.

Germany is about to erect a new Consulate at Nagasaki (Japan), Nagasaki being one of the largest commercial towns of Japan, and is at present the only open port on the island of Kiusiu. The German Government has resolved to create the Consulate because the number of German vessels trading to and from Nagasaki is yearly increasing.

It is reported from Berlin that during the sojourn of the King of the Belgians there, the question of the Congo duties was considered, and that the Imperial Government had resolved to consent to an enhancement of those duties. It is added that Germany is moving her troops to Antwerp instead of Villersingen, in event of the Netherlands continuing their opposition to the proposed increase.

The death is reported of a gentleman, who, no doubt, is well known in the Far East, especially at Hongkong and Manila. Mr. Witte, owner of large plantations on the Philippine Islands, who had returned to Germany lately, and lived at a beautiful residence on the banks of the lower river, has been suffocated in the cabin of his own yacht by coal-gas. The deceased used to sail in his yacht, accompanied by his dog, and used to sleep in the yacht cabin if he could not reach home at night.

The command of the China station, to which Vice-Admiral Sir Frederick Richards, K.C.B., has been appointed, dates back to the last China war, prior to which it was held as part of the East India station. The following flag officers have in succession held the appointment—viz., Admirals Sir William Parker, 1841 to 1845; Samuel Hood, 1845 to 1848; Sir Francis Collier, 1848 to 1850; Charles J. Anson, C.B., 1850 to 1852; the Hon. Sir Fleetwood Pellew, 1852 to 1854; Sir James Stirling, 1854 to 1859; Sir Michael Seymour, 1859 to 1859; and Sir James Hope, 1859 to 1862. All these officers were appointed commanders-in-chief of the East India station, with their flag in the *Agamemnon*, Hastings, *Whitstair*, *Calcutta*, and *Impregnable*, names which will be readily recalled by many officers. The first flag officer appointed to the independent command was Sir Augustus Kuper, with his flag in the *Buryard*, and the present Sir William Dorell as his flag captain. His successors were Sir George St. Vincent King, 1865 to 1867, flag ship *Princess Royal*, Captain, Gor Jones; Sir Henry Keppel, 1867 to 1869, flag ship *Ocean*, Captain Chandos Stanhope; Sir Henry Keppel, 1869 to 1871, flag ship *Ocean*, Captain William Hewett; V.C., Sir Charles Skerrett, 1871 to 1874, flag ship *Iron Duke*, Captain, William Arthur; Sir Alfred Ryder, 1874 to 1879, flag ship *Adalouah*, Capt. Philip Colomb; Charles F. Hillyar, 1879 to 1878, flag ship *Adalouah*, Captain F. Durrant; Robert Coote, 1878 to 1880, flag ship *Princess Royal*, Captain H. F. Cleveland; Sir George Wiles, 1880 to 1884, flag ship *Glen Duke*, Captain Tracey; Sir William Dorell, January, 1884, to October, 1885, flag ship *Adalouah*, Captain Pearson; Sir A. Veitch Hamilton, October, 1885, to December, 1885, flag ship *Adalouah*, Captain Hamilton; Sir John Salomon, December, 1885, to 1890, flag ship *Impregnable*, Captain May.

THE construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by a combination of railway and waterway, in accordance with the plan prepared by the Russian Ministry of Communications. The route laid down will be formed by the Central Siberian Railway (1,567 versts, or 1,014 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nishne-Udinsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 660 miles) from the eastern shore of Lake Baikal, along the rivers Selenga, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretsk, on the Shilka; and the Ussuri Railway (383 versts, or 253 miles), from Vladivostok to the Ussuri. Including all versts (107 miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£18,300,000) which is at the rate of about £9,000 per mile.—*Times* Cor.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Sir James Russell, Chief Justice.)

EMBELLISHMENT BY A BAILEIFF.

Joachim Xavier, late assistant bailiff of the Supreme Court, was indicted with the embezzlement of \$1,056.75 the monies of the said Court. Mr. E. J. Ackroyd, Acting Attorney General, prosecuted. The prisoner was unrepresented by Counsel.

The following jury was sworn in:—Messrs. R. Adams, P. J. Schwartzkopf, W. Rudorff, B. Medari, J. O. Gomes, E. Brewatt, J. E. Barker and O. Wigner.

The Attorney-General in opening the case for the prosecution said that the bailiff of the Supreme Court, Mr. F. Howell, sent the prisoner in May last to collect the sum of \$95.50 from a Mr. Wolf at Kowloon. He also sent the prisoner to collect the sum of \$363.25 from the late Mr. A. G. Apear. Both sums were to be collected for the Court by virtue of writs of execution. The said sums were never paid into the Court although the prisoner admitted to him (Howell) that he had collected them in due course. The prisoner absconded from the colony on or about Tuesday the 27th of May, last. After that day, the 27th May, the next time Howell saw the prisoner was on the 19th of last month, when he was brought back to Hongkong from Macao by Detective Inspector Quincey.

The Sheriff of the Court, Mr. Hyl Irmall, Mr. Howell and an assistant bailiff corroborated.

The prisoner, when asked what defence he had to make, said, "I pray for the mercy of the Court, as I am undefended."

The jury unanimously found the prisoner guilty. When asked why sentence should not be passed the prisoner again said that he begged for the mercy of the Court as he was undefended.

His lordship sentenced the prisoner to eighteen months' imprisonment with hard labour.

A PROMISING YOUTH.

Mak Acheung, a school-boy, was indicted with cutting and wounding a Portuguese boy named Colloco, with intent to do him grievous bodily harm.

The prisoner pleaded not guilty, and alleged that another boy committed the act and ran away.

A. P. Colloco, stated the prisoner to stabbed him on the 5th ultimo because he did not pay him fifty cents as the cost of pocket-knife. Several Portuguese school-boys were called in aid of the prosecution and stated that the prisoner was the boy who did the stabbing. They were followed by Dr. Atkinson who explained the serious nature of the wound and the condition of the boy Colloco when admitted to the Civil Hospital on the 10th inst.

The prisoner, who showed remarkable ability in the noble art of cross-examination, was found guilty.

Judgment was deferred.

THE "MAMOA" PIRACY.

PROSECUTION OF THREE PIRATES.

Chau Choi Yin, 36, of Whampoa, a smuggler; Chau Choi Lung, 32, of no occupation; Leung So, 40, of Tsang Shing, a boatman, and Li Alo, 41, of Kwai Sai, a tailor, made their solemn before Mr. Woodhouse at the Police Court this morning, and were there charged by Inspector Stansell, Chief of the detective department, "that they, with certain others not in custody, did piratically, feloniously, wilfully and maliciously kill and slay Captain Pocock and others, and did feloniously steal money and jewellery and clothing, valued at \$55,000. The property of the passengers and crew of the British steamship *James* on the 10th instant, on board the said steamer on the high seas. The prisoners were not asked any questions, and no evidence was taken in the case. Before being removed to the remand cells in Victoria Gaol the prisoners were carefully searched by detectives.

His Worship remanded the case until Tuesday, the 23rd instant.

CAPTURE OF ANOTHER PIRATE.

Another pirate was arrested at 11 o'clock this morning near Hengham, and is now under lock and key at the Central Station.

THE HONGKONG HIGH-LEVEL TRAINWAYS COMPANY, LIMITED.

The following is the report for presentation to the shareholders, at the sixth ordinary general meeting to be held at the Hongkong Hotel, on Saturday, 20th December, 1890, at 11 o'clock (forenoon):—

The General Managers beg to lay before the Shareholders the annexed Statement of Accounts of the Company for the year ended 30th November, 1890.

The total receipts for the twelve months amount to \$4,440,404, including \$10,000,000

fees, the working expenses to \$24,700, the profit on the year's working to \$1,032.99.

The General Managers wish however to state that next year the cost of one rope will have to be provided for out of the Working Account as the cost of two ropes is already included in the Permanent Way Account and of one rope in the Suspense Account. It therefore will be seen that, unless the receipts increase largely, there is no prospect of the Company paying a dividend for some time to come, especially as the Suspense Account will have to be gradually written off out of earnings.

The General Managers and the Committee have carefully considered the question of the less, through the land in May 1889, and having regard to the position of the Company and to the uncertainty of law, they cannot recommend that a suit be proceeded with, although they are advised that they have a good case.

The General Managers earnestly hope, that as it is evident the running of the Tramway is only benefitting the Peak Residents and the Public, the Government will do its best to assist the Company.

1st By remitting taxation which is extremely high.

2nd By making a new road from Plantation Road to Magazine Gap which would increase the traffic and benefit the residents there.

3rd By an alteration in the system of tolls. We believe the Board of Trade in England does not require such tests for similar Tramways as the Government here insists upon, which tests cause interruption in the traffic and strain the permanent way.

It is obvious that the present fares are high, and although it is impossible to make an immediate reduction, it is hoped that new roads and the opening of the two hotels on the hill will enable the Company to make a reduction.

CONSULTING COMMITTEE.

On the resignation of Mr. B. Layton, Mr. C. Ewins was invited to join the Committee.

In accordance with Rule 15 of the Company's Articles of Association, the present members, the Honourable P. Ryrie, and Messrs. J. Anderson and C. Ewins, retire, but being eligible, offer themselves for re-election.

AUDITOR.

The Accounts have been audited by Mr. R. Lyall, who also offers himself for re-election.

MACFARLANE, FRICKEL & Co., General Managers.

Hongkong, 13th December, 1890.

STATEMENT OF ACCOUNT FOR THE YEAR ENDED 30TH NOVEMBER, 1890.

Assets.	
Permanent Way & Rolling Stock.....	\$12,872.33
Concessions and Deed of Grant.....	4,000.00
Stock in hand at date.....	4,939.31
Cash,—In hand.....	\$470.45
With Collectors.....	40.00
	\$20,321.09

Liabilities.	
Hongkong and Shanghai Banking Corporation.....	\$894.81
Furniture with the Superintendent.....	121.00
Suspenses,—Cost of repairing damage caused by the landslip during the Storm in May, 1889.....	5,324.23
	\$11,240.04

Capital.	
Capital.—In 1,350 shares of \$100 each.....	\$135,000.00
Less 15 shares of \$50 paid up, forfeited.....	750.00
	\$134,250.00

Loan from the Trust & Loan Company of China, Japan & Straits Ltd.	
Accounts Payable.....	4,171.01
Profit and Loss.....	1,247.54
	\$5,418.55

WORKING ACCOUNT.	
To Salaries and Wages.....	\$10,113.32
Charges Account.....	2,122.18
Police Rates.....	905.60
Coal and Stores.....	3,775.34
Maintenance and Repairs.....	2,591.20
Interest.....	1,693.37
General Manager's Commission.....	1,459.26
Outstanding Committee's and Auditor's Fees.....	850.00
Balance to Profit and Loss.....	1,247.54
	\$35,417.75

By Traffic Receipts for the year to date.....	
Transfer Fees.....	25,185.20
Amount carried forward from last year.....	180.00
	\$25,365.20

E. & O. E.	
MACFARLANE, FRICKEL & Co., General Managers.	

I have compared the above Statement with the Books and Vouchers of the Company, and found the same in accordance therewith.

R. LYALL, Auditor.

Hongkong, 13th December 1890.

PROGRAMME OF THE HONGKONG JOCKEY CLUB RACE MEETING 1891.

FIRST DAY.—THURSDAY, 19TH FEBRUARY.

The WONG-NEI-CHONG STAKES, for China Ponies; weight for inches; entrance \$5; with \$100 added. Half-a-mile.

The ASHLEY CUP, presented by D. R. Sassoon, Esq., for China Ponies; entrance \$5; weight for inches. One mile.

The HONGKONG DERBY, Sweepstakes of \$20 each, half forfeit if declared on or before day of closing entries, with \$100 added for 1st pony, and \$20 for 2nd; for all China Ponies; weight for inches at date of entry (Saturday, 17th January, 1891); first pony, 70 per cent; second, 20 per cent; third, 10 per cent; weight, 10 lb. One-mile-and-a-half. (Nominations close to the Clerk of the Course at the Club on Saturday, the 27th December, 1890.)

The FOCHOW CUP, value \$200, presented by the Fochow community, for China ponies; weight for inches; entrance \$5. Two miles.

The VALLEY STAKES, Sweepstakes of \$5 each, with \$100 added, for subscription griffins of this season, 1890-91, only; weight for inches. Three-quarters-of-a-mile.

The LUTIANO CUP, presented by the Members of the Club Lutiano, for China Ponies; weight for inches; previous winners at this meeting, 10 lb. extra; subscription griffins of this season, 1890-91, allowed 5 lb.; entrance \$10; second pony to receive half the Entrance money. One-mile-and-a-quarter.

The CANTON CUP, for China Ponies, 10 lb. extra; subscription griffins of this season, 1890-91, allowed 5 lb.; weight for inches; winners at this meeting, 10 lb. extra; entrance \$5. One mile.

The HONGKONG CLUB CUP, presented, for China Ponies; weight for inches; entrance \$15; second pony to receive 50 per cent; third pony, 25 per cent, of entrance money. One-mile-and-a-half.

The COMPADORS' CUP, for all subscription griffins of this season, 1890-91, only; weight for inches; winner of Valley Stakes, 5 lb. extra; entrance \$5; Second pony to receive half the entrance money. One mile.

SECOND DAY.—FRIDAY, 20TH FEBRUARY.

The SCURRY STAKES, Sweepstakes of \$5 each, with \$100 added, second pony to receive \$50.—for all *bona fide* Griffins at the date of entry; subscription griffins of this season, 1890-91, non-winners allowed 5 lb.; weight for inches. One mile.

The EXCHANGE PLATE, presented by the Bankers and Exchange Brokers of Hongkong, for China Ponies; weight for inches; winners of Fochow or Hongkong Club Cup, 5 lb. extra; entrance \$10; second pony to receive half the entrance money. One-mile-and-three-quarters.

The GERMAN CUP, presented by Members of the German Club, for subscription griffins of this season, 1890-91, only; weight for inches; entrance \$10; second pony to receive 75 per cent; third pony 25 per cent, of entrance money. One-mile-and-a-quarter.

The PROFESSIONAL CUP, presented, for all China Ponies; weight for inches; winners of one race at this meeting, 7 lb. extra; of two races, 5 lb. extra; and of three races, 15 lb. extra; Previous non-starters to carry 1 st; entrance \$10; second pony to receive 50 per cent, of entrance money; third pony 25 per cent. One-mile-and-a-quarter.

The PARSE CUP, presented by the Parsee Community, for China Ponies, being *bona fide* Griffins at date of entry; weight for inches; winners of one race at this meeting, 7 lb. extra; of two races, 12 lb. extra; subscription griffins of this season, non-winners, allowed 5 lb.; entrance \$5. Seven furlongs.

The JOCKEY CUP, for subscription ponies of this and last season, winners excluded; to be ridden by Jockeys who have never had a winning mount previous to this meeting in Hongkong or China; weight for inches; entrance \$5. One mile.

The FLYAWAY STAKES, for all China ponies; weight for inches; previous winners at this meeting, 7 lb. extra; subscription griffins of this season, 1890-91, allowed 5 lb.; entrance \$5; with \$100 added; second pony to receive \$5. Three-quarters-of-a-mile.

The BROOKS' CUP, presented; for all China ponies; weight for inches; previous winners at this meeting, 7 lb. extra; subscription griffins of this season, 1890-91, allowed 5 lb.; entrance \$5; second pony to receive half entrance money. One-mile-and-a-half.

The WELTER PLATE, for all ponies; weight 12 st; previous winners at this meeting, 7 lb. extra; entrance \$5, with \$100 added. One mile.

THIRD DAY.—SATURDAY, 21ST FEBRUARY.

The CIVIL SERVICE CUP, presented, for subscription griffins of this season, 1890-91; weight for inches; previous winners, 7 lb. extra; penalties accumulative; entrance \$5; second pony to receive half the entrance money. One mile.

The CHALLENGE CUP, value 100 guineas, for China ponies; to be won two years consecutively by a pony or ponies the *bona fide* property of the same owner; weight for inches; entrance (forced) \$5, but open to Subscription Griffins of this season, 1890-91; first pony to receive 70 per cent; second, 20 per cent; and third, 10 per cent of entrance money. One-mile-and-three-quarters.

The NAVY CUP, presented by officers of H.M. Fleet, for all China ponies; weight for inches; previous winners at this meeting of one race, 5 lb. extra; of two races, 7 lb. extra; and of three or more races, 10 lb. extra; non-starters at this meeting excluded. Entrance \$10; second pony to receive half of the entrance money. One-mile-and-a-half.

The LADIES' PURSE, for all China ponies; weight for inches; all ponies not subscription griffins that have been placed 1 lb. extra; winners not subscription griffins 7 lb. extra; entrance \$5. Seven furlongs.

HONGKONG STAKES, a forced entry of \$5 for all subscription griffins of this season, 1890-91; first pony to receive 70 per cent of the entrance money and \$100 added; second pony 20 per cent and third 10 per cent; weight for inches; winner of German Cup 10 lb. extra; winners of any other races 5 lb. extra. One-mile-and-a-half.

The KIRCHONG CUP, presented, for China Ponies; second pony to receive \$50; weight for inches; entrance \$10. From the Black Rock twice round and in.

The GARRISON CUP, presented by the officers of the Garrison, for China Ponies, *bona fide* Griffins at date of entry; weight for inches; previous winners at this meeting, 7 lb. extra; penalties accumulative; entrance \$10; subscription griffins of this season, 1890-91, allowed 5 lb. From two-mile post once round and in.

The CONSOLATION STAKES, for all beaten China Ponies at this meeting; weight for inches; entrance \$5; with \$100 added; Second pony to receive \$50. Once round.

The CHAMPION STAKES, a forced entry for all China Ponies, winners at this meeting only; weight for inches; entrance \$20; winners of two races, \$30; of three or more races, \$50, with \$100 added. One-mile-and-a-half.

The NIL DESPERANDUM STAKES, for all beaten subscription griffins of this season, 1890-91; entrance \$5, with \$100 added for the first pony, and \$50 for the second pony; weight for inches. Half-a-mile.

NEWS BY THE AUSTRALIAN MAIL.

We are indebted to our Australian exchanges for the following items:—

LONDON, December 1st.

In order to counteract the McKinlay tariff in the United States, Canada proposes to allow the issue of manufacturing bonds for goods exported, and to admit raw material free.

70 fishing smacks have been wrecked off the coast of Norway and 100 persons were drowned. Numbers of those who succeeded in reaching the coast are starving.

O'Donovan Rossa, the noted Irish agitator, who for years past has been living in New York, has been declared bankrupt.

A French syndicate has purchased mines on the bright goldfield in Victoria.

Professor Huxley has strongly attacked General Booth's scheme for ameliorating the lot of the indigent classes.

The Dockers' Union in England unanimously passed a resolution favouring Imperial Federation. A rich belt of gold-bearing country has been discovered in Mashonaland, South Africa.

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

INEXPENSIVE. CHRISTMAS PRESENTS.

INEXPENSIVE. HONGKONG TRADING CO., LTD.

Hongkong, 15th December, 1890.

W. POWELL & CO.

Hongkong, 15th December, 1890.

CHRISTMAS SHOW

OF TOYS AND SEASONABLE NOVELTIES.

W. POWELL & CO.

Hongkong, 15th December, 1890.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS, AND Commission Agents.

PURE SCOTCH HONEY, in 1 lb. Bottles, in 1 lb. Tins.

"ROBERT'S CANDIES."

A PURE AND WHOLESOME SWEETMEAT.

For the Christmas Season we have now a large and well selected stock of WINES and SPIRITS, including our Special Liqueur Whisky, and A. V. Co. Brandy specially bottled for us.

Guinness's Beer and Stout, Read Bro.'s Dog Head Brand. The A.D.C. Pilsener Beer, Liqueurs, all kinds, &c., &c.

Hongkong, 23rd October, 1890.

W. BREWER.

HAS JUST RECEIVED

New Cheat Cases, Cheat Books.

New Card Games for long evenings; in great variety.

Games of Reversi, Spool, Bezique and all ordinary Games.

All the Children's Annual Volumes.

Great Novelties in Bon Bons.

New stock of Tennis Racquets.

New French Ladies' Dancing and Indoor Shoes.

Men's Dress and patent Leather Shoes.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 27th November, 1890.

Gladstone has published a manifesto in reply, and John Morley also denies certain statements made in Parnell's manifesto.

Archbishops Crooke and Walsh have pronounced against Parnell, and they are generally supported by the Irish Catholic clergy.

December 3rd.

The Parnell controversy is still being carried on with unabated vigor, but Parnell's influence dominates the meetings which are being held. His bold and brilliant tactics extort admiration from his opponents. Excited meetings have been held in Cork, and strong feeling was manifested against Gladstone.

SYDNEY, December 3rd.

A fire occurred at Gibbs, Bright and Co.'s wharf in Sydney harbour on Tuesday night. About 40,000 cases of kerosene were stored in the building, which the fire managed to get out. It is estimated the loss will amount to £600,000.

LONDON, December 3rd.

It is proposed to hold a mining exhibition on a grand scale, in which only the British Empire will be represented, in connection with the opening of the Imperial Institute.

Several Australian land companies have offered land to General Booth on which to carry out his colonization scheme.

A general increase of pay is to be granted the Metropolitan (London) police.

The competition in London for wool has improved and there have been slight increases in the prices.

Dr. Kock refuses to accept the State donation granted him for his discovery of a cure for consumption.

December 4th.

Earl Stanhope, Minister for War and late Secretary of State for the Colonies, warmly favors Queensland separation, and thinks the movement will succeed.

A deputation of 60 persons will wait on Lord Kintore on the 10th inst., and will include the Earl of Winchester, Harold Sturmont, Finch-Hatton, J. Jeffries, John McDonald, Sir G. R. Baden-Powell, Sheriff Farmer, Sir Charles Crawford and General Fielding.

On November 7th last, an interesting ceremony took place at the residence of Mr. W. R. Flint, Adjutant of Constabulary and temporary commandant at Head-Quarters. It will be remembered that in January last Mr. Hewitt had to proceed with some police to Segunman and Tabaan in Darvel Bay to quell a riot that was impending owing to the hostile attitude of the Eburne and others in the district, a skirmish took place in which Sergeant Major Juan Singh saved Mr. Hewitt's life by parrying a blow aimed at him—getting a nasty wound on the fingers of the right hand in so doing. As a mark of appreciation of the Sergeant Major's conduct, Mr. Hewitt sent to England and procured a splendid cavalry sword in buff leather scabbard mounted with silver fittings and belt to match. This was presented to the Sergeant Major on November 7th last, Captain Beeslie addressing him in Hindustani in the presence of the non-Commissioned officers of the Force at Head-Quarters. Sergeant Major Juan Singh made a suitable response and backed up his new acquisition. The Sergeant Major's health was drunk by his comrades, and the men returned to barracks.

Charter-Day 1890, falling on a Saturday, the holiday was held on Friday, October 31st. The

Co-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE,"

Captain G. Taylor, will be despatched for the above Port, TO-MORROW, the 19th instant, at 4 P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 18th December, 1890.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agents, with approval of the Consulting Committee, will on the 1st January, 1891, issue Interest Warrants of \$5 per Share, payable at the Hongkong and Shanghai Banking Corporation, the name being at the rate of 10 per cent, per annum on the paid-up Capital of the Office for the year 1890, and Notice is hereby given that in order to be entitled to the above, the interest, the TRANSFER BOOKS of the Office will be CLOSED from the 18th to the 31st instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Canton Insurance Office, Limited.

Hongkong, 18th December, 1890.

CUSTOMS NOTIFICATION, No. 35.

ON THURSDAY next, the 19th inst., being CHRISTMAS DAY, and on THURSDAY, the 1st January, 1891, being NEW YEAR'S DAY, this Office and the Opium Examination Hulk will be CLOSED to the transaction of all business; but work at the Customs Stations will proceed as usual.

J. McLEAVY BROWN, Commissioner of Customs for Kowloon & District.

Custom House, Kowloon, 18th December, 1890.

Intimations.

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business at NOON TO-MORROW the 19th inst.

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,

E. L. HUNTER, pro Manager, Hongkong.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,

T. H. WHITEHEAD, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

For the NEW ORIENTAL BANK CORPORATION LIMITED,

E. W. RUTTER, Manager, Hongkong.

For the COMPTON NATIONAL D'ESCOMPTE DE PARIS.

L. GLENAT, Acting Agent.

Hongkong, 15th December, 1890.

VICTORIA REGATTA, 1890.

THE Committee having procured the Hongkong Marine Company's Floating Hotel as Flagship request the pleasure of the Company of the Ladies of Hongkong on board on the 19th inst., the occasion of the Annual Regatta.

Through the courtesy of Mr. GILLES the Pilot Fish will leave Pedder's Wharf on each day for the Flagship at 12 noon, and 12.45 p.m. Subscribers wishing to obtain Tickets for the Flagship should apply to the Hon. Treasurer, Mr. R. T. WRIGHT, Hongkong and Shanghai Bank. Members can obtain Tickets admitting to the Flagship from the Steward at Victoria Recreation Club, or the Hon. Treasurer, upon application.

GODFREY C. C. MASTER, Hon. Secretary.

Hongkong, 15th December, 1890.

VICTORIA REGATTA, 1890.

BY arrangement with the Victoria Recreation Club, the Floating Hotel belonging to the HONGKONG MARINA HOTEL, LIMITED, will be used as Flagship at the Regatta.

Admission, One Dollar each per day. Children half-price. Ladies free. Gentlemen holding tickets from the V. R. Club free.

Refreshments, including meals provided at the usual charges.

Tickets may be obtained on board the launch, which will run at frequent intervals from Pedder's Wharf—Return fare, Twenty-five cents.

No chits taken.

By order of the Board of Directors,

J. A. BARRETTO, Secretary.

HONGKONG MARINA, LIMITED.

Hongkong, 17th December, 1890.

NOTICE.

A SPECIAL SESSION of Her Majesty's Justices of the Peace will be held in the Justices' Room, at the Magistracy, at Eleven o'clock in the forenoon of MONDAY, the 22nd day of December A.D. 1890, for the purpose of considering an application from ISRAEL WEINBERG, for permission to temporarily transfer the business as a licensed publican, now carried on by him in house No. 299, Queen's Road Central, under the sign of *The Rose, Shamrock and Thistle Hotel*, to his son, MAYER WEINBERG.

H. E. WODEHOUSE, Police Magistrate.

Hongkong, 15th December, 1890.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1891.

HONGKONG DERBY.

SWEEPSTAKES of \$20 each, half forfeit if declared on or before day of closing entries, with \$100 added for 1st pony, and \$50 for 2nd. For all China Ponies *bona fide* Griffins at date of Entry (SATURDAY, 17th January, 1891). First pony, 70 per cent; Second, 2

